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STANDARD GUIDE FLORIDA



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GARDEN OF HOTEL CAMAGUEY.


THE CUBA RAILROAD

HOTEL CASA GRANDA, Santiago de Cuba
HOTEL CAMAGUEY, - Camaguey, Cuba
HOTEL ANTILLA, - - Antilla, Cuba

*THREE FIRST CLASS TOURIST HOTELS
OPERATED BY THE CUBA RAILROAD CO.*

The Cuba Railroad connects Havana, Santiago, Antilla on Nipe Bay, Manzanillo, Bayamo and San Luis.

The road is of standard gauge and similar in its construction and equipment to northern lines. All of its important bridges are of steel and masonry, and the line generally is rock-ballasted. The main line passes along the center of the eastern and wider half of Cuba, and opens up a matchless and most picturesque agricultural region, and passes through the tropical forests of mahogany, cedar, lignum vitae, ebony and many other trees, hung with vines and millions of orchids. Palm trees of magnificent aspect and great variety abound everywhere. The famed Parana and Guinea grasses, covering most of the open districts and standing from six to twelve feet high and green the year round, together with frequent running streams, make this an ideal cattle country. The rich soils everywhere are adapted to sugar, tobacco, corn and endless variety of products. The swamps which occur at places along the coasts of Cuba are absent from the interior, which is high, dry and exceptionally healthy. The trade winds blow across Cuba every day, and bring to all parts fresh sea air; the extreme heat of northern summers is consequently unknown, and the humidity of other tropical countries is also unknown.

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American Plan

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\$2.50 up—weekly rates.

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Especially designed for those who
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In all its equipment, new, modern
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Electric lights and hot water
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Modern equipment. Up-to-date management. Open all the year. Located directly on the bathing
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Gray Gables direct. \$2.00 per day; weekly rates.

MISS ELLEN E. BUTNER, Proprietress

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Dining Room for Private Parties. Center of Attraction and Social Activity.

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READY REFERENCE GUIDE.

ST. AUGUSTINE.

ST. AUGUSTINE is a well-equipped modern city. It has asphalt pavements, gas and electric lights, artesian water system, fire department, well-stocked markets and stores, elegant churches, an increasing number of residences, and palatial hotels which are famous the world over and on whose registers are written the names of more than 50,000 guests every winter and spring. It is the fashionable winter resort of the United States. Visitors find every convenience and luxury. The town is renowned for its healthfulness; the climate is equable and has given lease of life to thousands who have come hither from the North and West.

SITUATED on a narrow strip of land running north and south, the town has in front (on the east) the Mantanzas River or bay, and on the west the St. Sebastian River.

Across the bay is Anastasia Island; and beyond that—two miles distant—the ocean.

RAILWAYS. All East Coast Railway trains leave from the Union Depot on Malaga street.

MAILS. The post-office is on St. George street, facing the Plaza. General delivery hours, 8 A. M. to 6 P. M.

TELEGRAPH OFFICES. Western Union—St. George street; Ponce de Leon; Alcazar. Postal—St. George street.

BANK. First National Bank, north side of Plaza. Hours, 9 A. M. to 2 P. M.

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To uphold a reputation for tone quality unequalled; to build a piano that has fixed the basic principles for all makes; to create a world standard and keep it at a level unapproached by others—that is the Steinway achievement through four generations.

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Ready Reference Guide.

CHURCHES. *Baptist*—Carrère and Sevilla streets. *Episcopalian*—Trinity Church, facing Plaza. *Methodist*—Grace Church, Cordova and Carrère streets. *Presbyterian*—Memorial Church, Valencia and Seville streets. *Roman Catholic*—Cathedral, facing Plaza.

PUBLIC LIBRARY. In Library Building, Hospital street and Artillery Lane.

STUDIOS. Valencia street, in the grounds of the Hotel Ponce de Leon

POINTS OF INTEREST.

FORT MARION is open to the public through the day.

THE CITY GATEWAY is at the head of St. George street.

THE PLAZA, or Park, is in the center of the town. The Cathedral fronts on it.

THE SLAVE MARKET, so called, on the Plaza, never was a slave market.

OLD HOUSE. An interesting old house to visit is on St. Francis Street.

HARBOR AND BEACHES. Small craft may be chartered for excursions. A bridge crosses the Matanzas Bay to Anastasia Island, which is thus rendered accessible by foot, carriage or wheel. An electric railway runs to lighthouse and sea beach.

THE SEA-WALL was built by the United States Government in 1835-42.

PHILLIPS HOUSE AND ANNEX

Massachusetts Avenue near the Beach, — OPPOSITE —
ATLANTIC CITY —:- HEINTZ PIER
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The Most Famous Natural Attraction in Florida.

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Exclusively for first-class passenger service

Frequented by the most eminent travelers

All the most beautiful tropical scenery by day, including the wonderfully clear and interesting springs and Silver Springs river by the needed light of the midday sun. Grand and brilliant illumination of the weird old forest and river through the night, unknown on any other tourist route and never forgotten by any traveler. Tourist steamboats exclusively for first-class passenger service, the Hiawatha and Oklumaakee and. Unsurpassed accommodations for first-class passengers. Light, airy, comfortable and electric-lighted staterooms for sixty and fifty passengers. Bountiful table meals and stateroom accommodations included with tickets. The captains and pilots are of long service in this line.

These trusty steamers, nearly free from vibration, glide smoothly over purified river waters in a narrow winding course through tropical jungles and picturesque river vistas fringed with blue and bordered by towering palms, entwined and festooned with flowering vines and with pendant, waving tresses of trailing moss, a panorama of wild scenic beauty, past hills and orange groves visited by the passengers, once for all, miles up the swift, shimmering Silver River of indescribable charm. From the steamer's decks, through deep transparent waters of changing hues of blue, of emerald green and of a thousand tints into the marvelous "bridal chamber" of the Springs with rapt amazement. The "Ladies' Parlor," "Smoking Room," "Jacob's Well," and the Fossil Boneyard never fail to excite emotion. The mystery of the sparkling iridescence and absolute transparency of these waters, thirty to eighty feet in depth remains to be solved.

This wonderfully unique, fascinating and romantic trip up and down the beautiful Ocklawaha River and Silver Springs has no counterpart in the world.

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Steamers leave Palatka Mondays, Wednesdays, and Fridays at 12 P. M., reached by train from Jackson ville, St. Augustine, Miami and Tampa, arriving at Silver Springs before noon the next day. Returning, leave Silver Springs Tuesdays, Thursdays, Saturdays at 2 P. M., reached by St. A. T. trains from Jacksonville, Tampa, Winter Park and Orlando, and A. C. L. trains from St. Petersburg and West Coast, en route at Ocala with O. V. R. train or public automobile five miles, forty minutes, to Silver Springs, arriving at Palatka only the next morning, en route with trains to all points. Excess baggage now at Palatka and Ocala.

Passengers for the Ocklawaha River and Silver Springs via F. E. C. R. V., change cars at East Palatka for Palatka. Northern tourists en route to or from South Florida take the Hart Line steamers at Palatka or Silver Springs for a delightful water link in their journey. Round trip passengers have about two hours at Silver Springs, dinner at 1 P. M., and at time of leaving Palatka and Silver Springs. Ladies assured every care and a pleasant and invigorating trip. Stateroom berths reserved in advance by letter or telegram to R. W. Thompson, Gen. Mgr., Palatka, Fla. or to Mr. Foster's Offices.

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LEAVES	TIME	DESTINATION
St. Augustine . . .	9 a. m. . .	Daytona

NORTH BOUND

Tuesday, Thursday and Saturday

Daytona . . .	9 a. m. . .	St. Augustine
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RATES OF FARE

St. Augustine to Daytona	\$1.50
Round trip	3.00

STEAMER "CONSTITUTION"

Between Palm Beach and Daytona

SOUTH BOUND

LEAVE	TIME	DESTINATION
Daytona . . .	8 a. m. Tuesday . .	Rockledge
Rockledge . . .	8 a. m. Wednesday . .	Fort Pierce
Fort Pierce . . .	8 a. m. Thursday . .	Palm Beach

NORTH BOUND

Palm Beach . . .	9 a. m. Saturday . .	Fort Pierce
Fort Pierce . . .	8 a. m. Sunday . .	Rockledge
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 Arrive PALATKA 5:00 P.M.

Leave PALATKA 7:00 A.M.
 Arrive WELAKA 9:00 A.M.
 Arrive SILVER SPRINGS 5:00 P.M.

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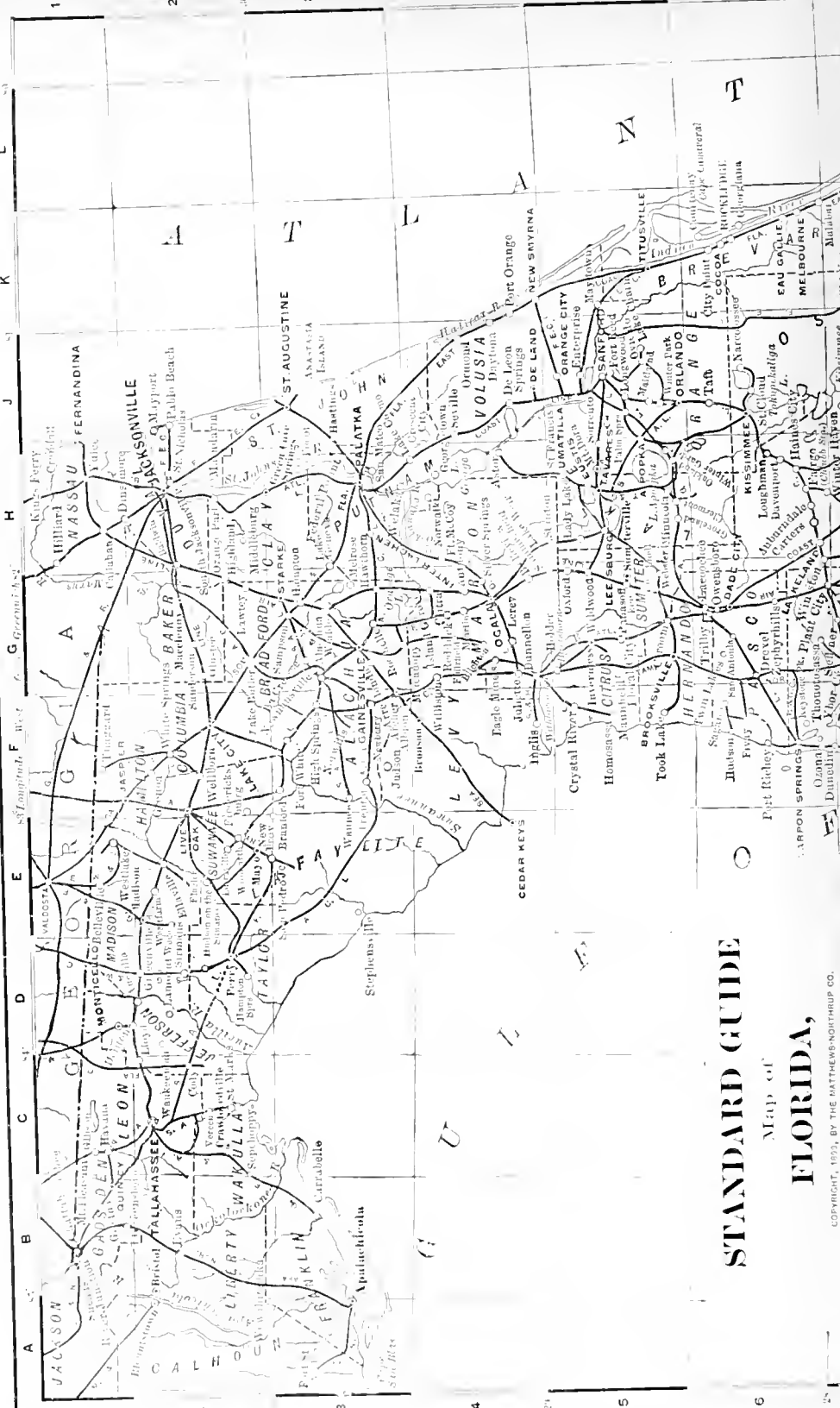
Such is the verdict of all who have taken this wonderfully unique and romantic trip on the "Famous Ocklawaha River" through the very heart of Florida via the "DAYLIGHT ROUTE" aboard the swift and comfortable yachts, "SILVER SPRINGS" and "CITY OF OCALA." America's greatest stream; the world's greatest springs. On this trip you visit a wild and mysterious country, of changing panorama of scenic beauty—a bit of Paradise where wild turkeys, cranes and numerous species of queer wild birds and large alligators abide in great numbers. This bit of Paradise was made for you to enjoy—take the tonic that nature put for you in the wonderfully beautiful and varied scenery in connection with this trip. Learn of a peaceful world that has been yours for years—just waiting for you to take your proper place in it.

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STANDARD GUIDE

Map of FLORIDA,

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FOR WINCHESTER GUNS AND CARTRIDGES**

WINCHESTER



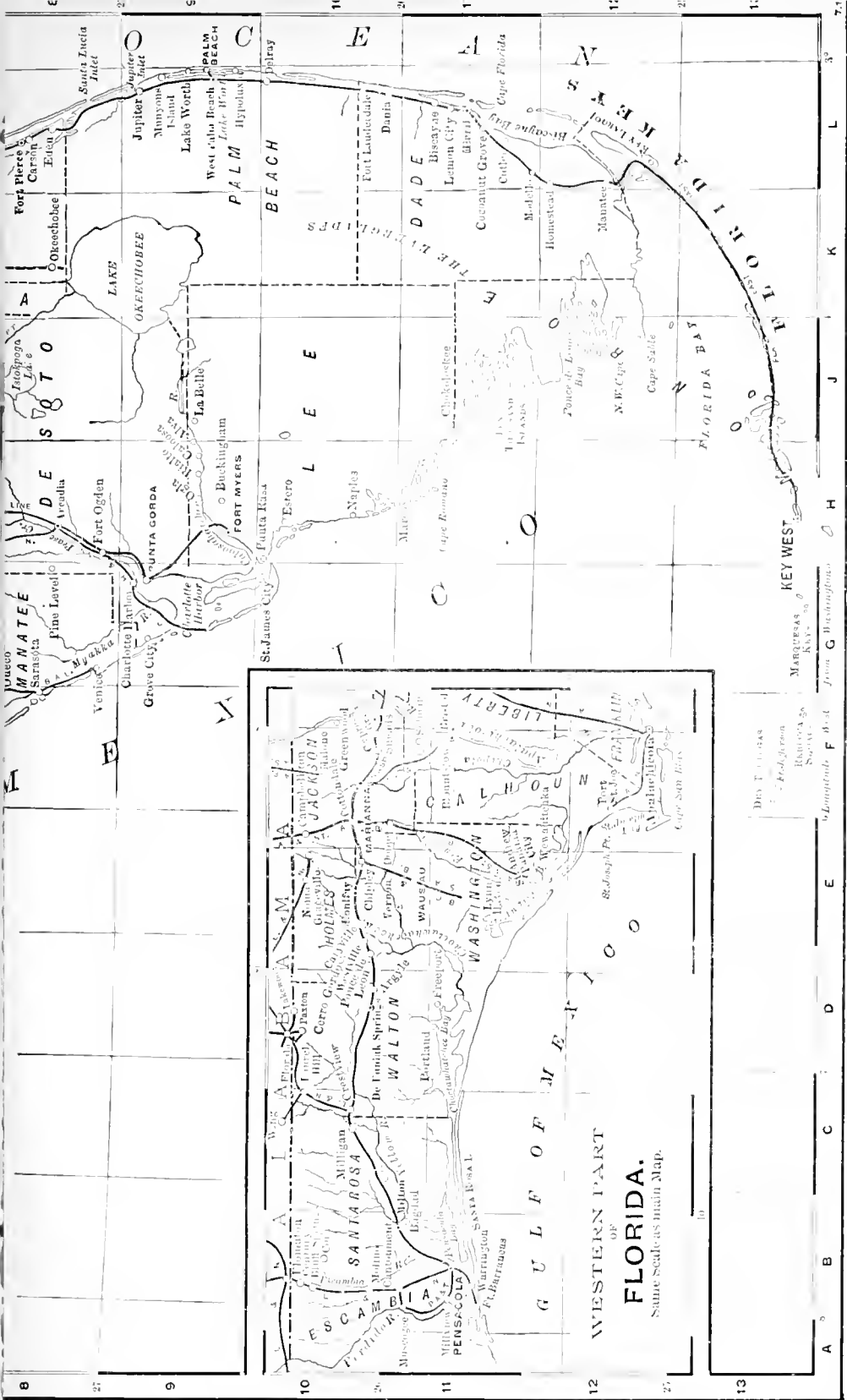
12, 16 and 20 Gauge *Light, Hammerless Repeating Shotguns*

Sportsmen differ as to whether a 12, 16 or 20 Gauge is the best shotgun for field shooting, but the knowing ones agree that the Winchester Model 1912 lightweight, hammerless repeater is the one best bet in the shotgun line. This Winchester being made in 12, 16 and 20 gauges permits an advocate of the big, medium or small bore to indulge his fancy and be sure of getting a gun that is true to its gauge in balance, weight and length. All three gauges of this model are made of specially selected materials. Nickel steel, which is twice as strong as ordinary gun steel, is used throughout for the metal parts in this Winchester. This means a lightweight gun without sacrificing safety or strength. This gun has a cross-bolt trigger lock, a smooth, quick and easy action, and a simple Take-Down system. It loads and unloads easily and its shooting qualities are not excelled by the highest priced double guns. There are many other pleasing and exclusive features of this Winchester which appeal to sportsmen that could be enumerated, but the gun itself is the best evidence of its quality and desirability.

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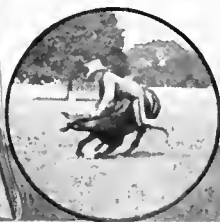
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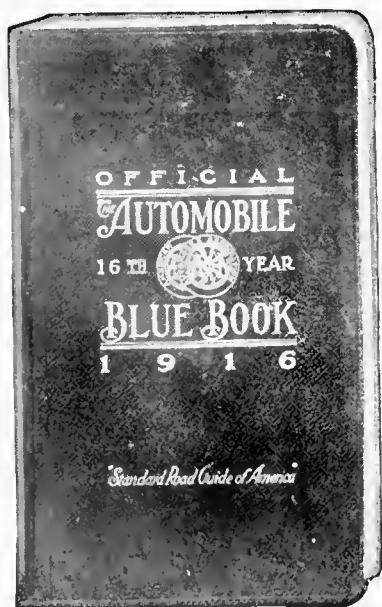


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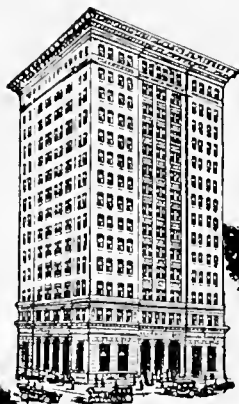
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THE STANDARD GUIDE FLORIDA



ONE HUNDRED ILLUSTRATIONS

ST. AUGUSTINE, FLORIDA
THE FOSTER & REYNOLDS COMPANY
STANDARD GUIDE INFORMATION OFFICE



1916



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JACKSONVILLE.

JACKSONVILLE, the metropolis of Florida, is on the St. John's River, twenty-five miles from the sea by the winding course of the river, and eighteen miles in a direct line. It is a deep-water port; the bar and channel admit the heaviest freight ships afloat. In growing commercial importance, Jacksonville is one of the chief cities of the South. Its superb geographical situation assures its supremacy for the future. Jacksonville is further west than any other Atlantic port. The coast line turns slightly west of south from New York to Cape Hatteras to the mouth of the St. John's. On account of this trend of the ocean to the westward, Southern ports are nearer to the geographical center of the country than are the ports of the North. Jacksonville is nearer than ports north of Charleston to St. Louis, Kansas City and all parts of Missouri, Kansas, Nebraska, South Dakota and Montana, and the States west and south of them, and as near to them as is Charleston or Savannah. Coming further south, Jacksonville is the nearest Atlantic port.

It is the largest city in the State, and the railway and steamship center. All trains arrive at and depart from the Union Passenger Station, thus avoiding transfers. All Northern and Western lines here connect with the Florida East Coast Line. The Clyde Line steamships run to Charleston and New York; and the ships of the Merchants and Miners Steamship Co. to Savannah, Baltimore and Philadelphia. The Clyde's St. John's River steamers ascend the river to Sanford; and the Beach & Miller Line of steamboats ply to Palatka and Crescent City.

As the gateway of Florida, Jacksonville is well known to the tourist from the North and the West. The city numbers its winter visitors by hundreds of thousands.

There is much to attract one, and abundant means to interest and entertain while here. In all the factors which make for comfort and convenience the city is well equipped. The streets are broad, well paved and shaded. The electric car lines are modern and up-to-date. The city has its own electric lighting system, and shines as an illuminating example of municipal ownership. The water supply is from inexhaustible artesian wells. The shops, numerous, varied and well stocked, are metropolitan in character. Modern, well built theaters bring to the city the best companies. There are many clubs, men's and women's. A country club maintains a club house with excellent golf links. A yacht club whitens the St. John's with pleasure craft. Pleasant drives lead in many directions, and miles of auto roads are well cared for. There are numerous interesting trips on the river, and the Atlantic beach is readily reached.

Of the advantages of Jacksonville for residence, a well considered review in the *Times-Union* declares that there is probably no city in the United States that offers so many attractions as a place of residence as does the city of Jacksonville. It is situated on the banks of the noble St. John's River, a river which extends almost the entire length of the State and which affords ample oppor-

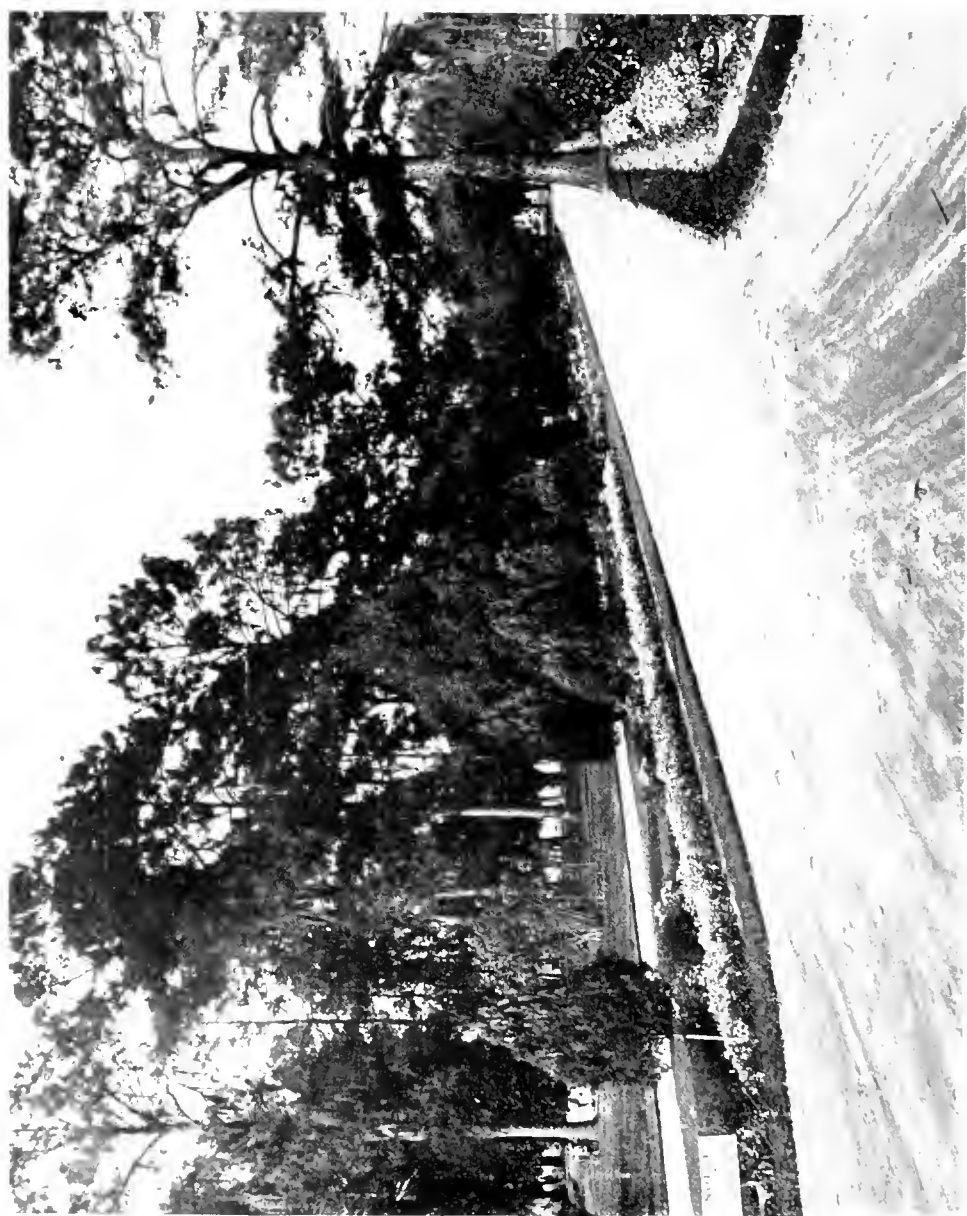
tunities for sportsmen, yachtsmen and fishermen to indulge in their favorite pastimes. It is within thirty-five minutes by rail of the Atlantic Ocean and one of the finest seaside resort hotels in America. Standing upon high ground and well drained by creeks that flow through it, and by the great river sweeping round it, the city enjoys advantages of fortunate sanitary topography, and its natural healthiness has been liberally improved by perfect drainage, sewerage and other necessary sanitation. It has a splendid supply of almost chemically pure water, obtained from artesian wells which are sunk to the depth of about one thousand feet. The climatic conditions are as near perfect for pleasurable existence as can be found in America. It is not only a very attractive winter resort, but even the summers are not as uncomfortable as in most Northern cities, for it is fanned by delightful breezes from the Atlantic Ocean. The population is cosmopolitan, probably as much so as any city of its size in the United States, and strangers who come here to make this their home always find a generous and hearty welcome. The school advantages are excellent and are being rapidly improved. There are churches of all denominations, and the very best amusements are afforded the people of the city; Jacksonville being on the southern circuit, the best attractions that visit the large cities of the South come to Jacksonville. Trolley lines run through all parts of the city and into the suburbs, and there are a number of fine parks and pleasure resorts. There are miles of paved streets and beautiful shell drives. The mortality reports show that Jacksonville is one of the healthiest cities in this country. The fine business blocks are supplemented by many costly and elegant residences, and in the suburbs there are as handsome residences as can be found in any city of its size. There are also numerous dwellings of more modest type which are the homes of traders and mechanics of which they themselves are the owners.



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ST. AUGUSTINE.



ORTIFICATION and defense were the first thought of the Spanish soldiers who founded St. Augustine; and for three centuries the most significant feature of the town, which greeted the eye of the traveler as he entered the harbor, was the forbidding and portentous mass of Fort San Marco, set here to challenge approach from sea. To-day, as the train emerges from the pines and palmettos, our first

glimpse is of the towers of the great hotels, significant of welcome and hospitality. St. Augustine has become a fashionable winter resort, whose spacious hotels dominate the aspect of the surroundings, and in their luxury and magnificence have no equals in the world; it is the winter Newport, whose visitors are numbered by tens of thousands, whose private residences are distinguished for elegance and comfort. Year by year the city grows more beautiful, and with each innovation and transformation adds to its attractiveness. The old has been supplanted by the new, yet the town preserves a distinctive character all its own, and there is now more than ever before about the old city an indefinable charm which leads one's thoughts back to it again and gladdens the face that is once more turned toward Florida and St. Augustine.

The distances here are not great. Fort Marion and the Gateway on the north, the sea-wall on the water front, the Plaza in the center, with its Cathedral, the narrow streets, and the Barracks on the south—these are the features of the old town in which we shall be interested, and all lie within the limit of a mile. The principal streets run north and south; the cross streets at right angles east and west. The main thoroughfare, St. George street, extends through the center of the town to the City Gate; from that point it is known as San Marco avenue



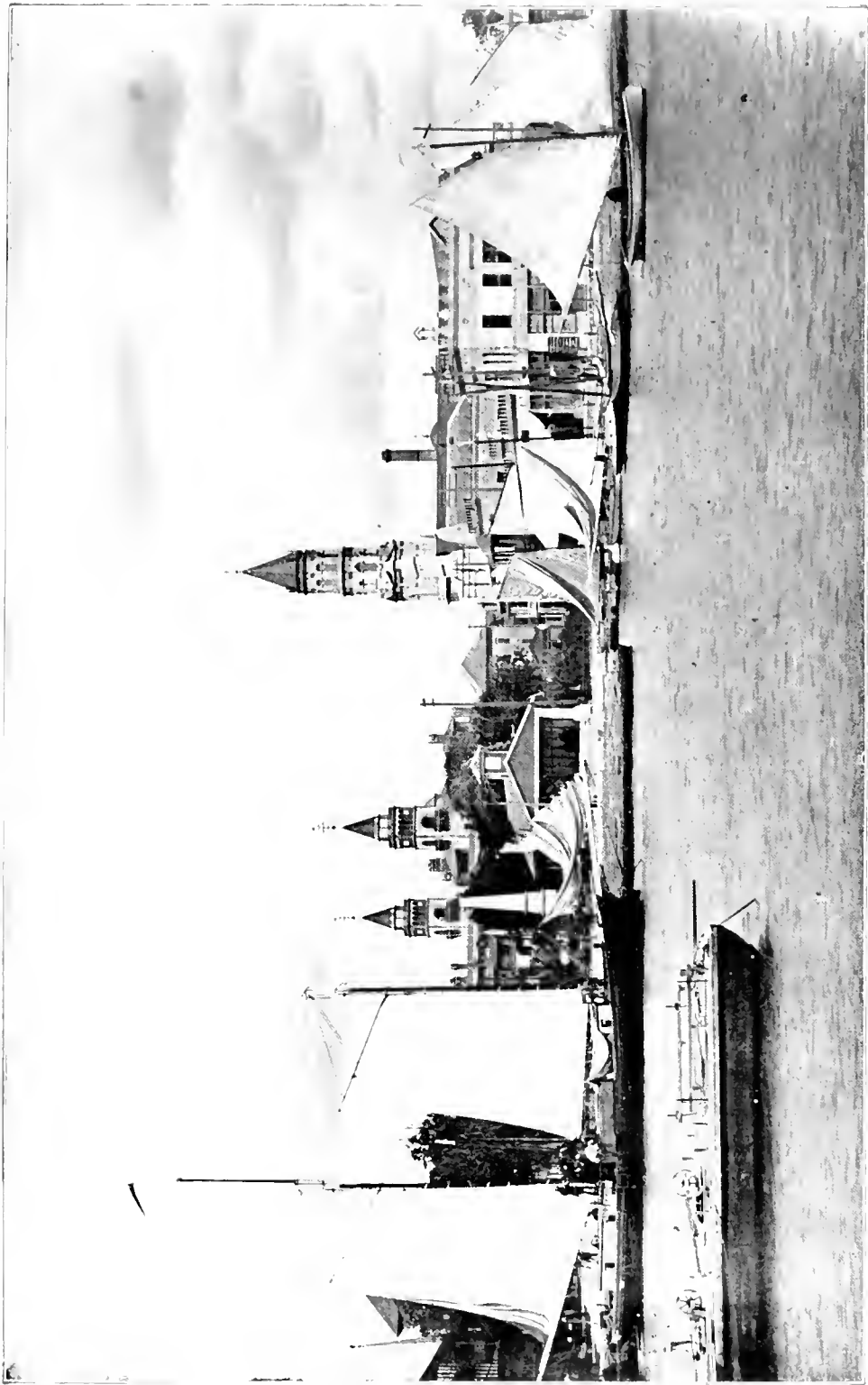
A BIT OF OLD ST. AUGUSTINE.

Treasury street, crossing St. George one block north of the Plaza, narrows at the east end to an alley, across which two persons may clasp hands. King street extends west from the Plaza to the St. Sebastian River. The narrow little streets, with their foreign names and foreign faces, their overhanging balconies and high garden walls, through whose open doors one caught glimpses of orange and fig and waving banana, were once among the quaint characteristics which made the old Florida town charming and peculiar among all American cities. But the picturesque streets, of which tourists delighted to write, have almost ceased to be a pleasing feature of St. Augustine. Some have been widened; and others, shorn of their quaintness, are ill adapted to the swelling traffic.

A portion of the native population, distinguished by dark eyes and dark complexions, is composed of MINOREANS. In 1769, during the British occupation, a colony of Minoreans and Majorcans from the Balearic Islands, in the Mediterranean Sea, were brought to New Smyrna, on the Indian River, south of St. Augustine, by an English planter named Turnbull. They were deceived by Turnbull and subjected to gross privations and

crudely, and at last deserted New Smyrna in a body, came to St. Augustine, were

A MORNING IN SEATTLE



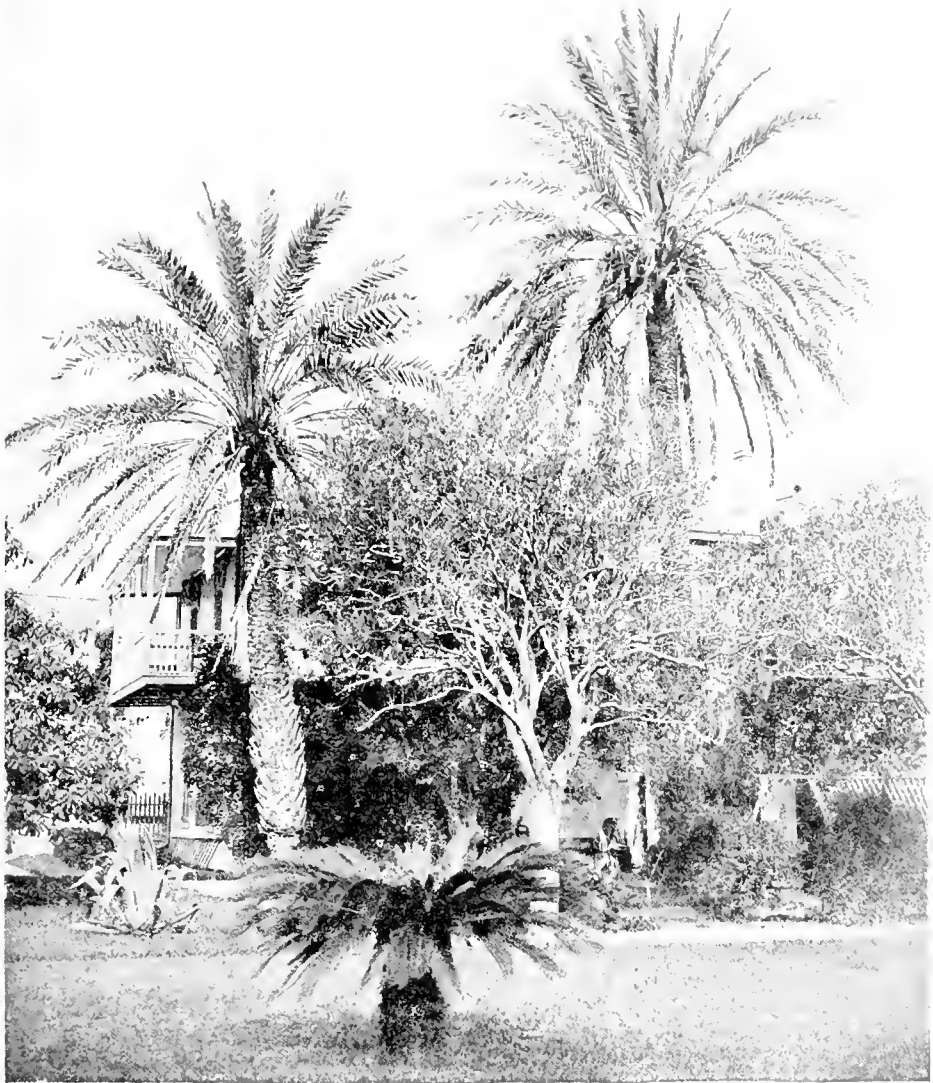


ST. PATRICK'S CATHEDRAL.
The Old and the New. From the Plaza.

defended against the claims of Turnbull, received an allotment of land in the town, built palmetto-thatched cottages, and remained here after the English emigrated.

The Fort, the Gateway and the old houses are built of *coquina* (Spanish, signifying shellfish), a native rock found on Anastasia Island. It is composed of shells and shell fragments of great variety of form, color and size. Ages ago these were washed up in enormous quantities by the waves, just as masses of similar material are left now on the beach, where one may walk for miles through the loose fragments which under favorable conditions would in time form *coquina* stone. Cut off from the sea, the deposits are in time partially dissolved by rain water and cemented together.

The material of which the new hotels are built is a composition of sand, Portland cement and shells. A wall is constructed of successive layers of concrete; as each layer hardens a new one is poured in on top of it. When completed, the wall is one stone; indeed, the entire wall construction of a concrete building is one solid mass throughout—a monolith, with neither joint nor seam. The plastic material lends itself admirably to architectural and deco-



A GARDEN ON ST. GEORGE STREET.

rative purposes, and possesses the very important qualities of durability and immunity from destruction by fire. It was first employed in the *VILLA ZORAYDA*, worthy of note because of the architectural design and the elaborate manner in which the owner-architect has successfully developed his plan of an oriental building as appropriate to the latitude of Florida. The architecture throughout is Moorish, after sketches and photographs in Spain, Tangier and Algiers. Above



"THE OVERHANGING BALCONIES."

the front entrance is the inscription in Arabic letters: *H'a la ghalib illa lla*—"There is no conquerer but God"—the motto which is everywhere reproduced on the escutcheons and in the tracery of the Alhambra.

The MEMORIAL PRESBYTERIAN CHURCH, erected in 1889 by Mr. H. M. Flagler, is an elaborate structure, in the style of the Venetian Renaissance, and in wealth of exterior decoration surpasses any other building in St. Augustine. See page 28.

Ancient landmarks are disappearing, but the pillars of the CITY GATEWAY remain as notable monuments of the past. Inconsequential as the towers now appear, there was a time when they stood out bravely enough, and in their se-

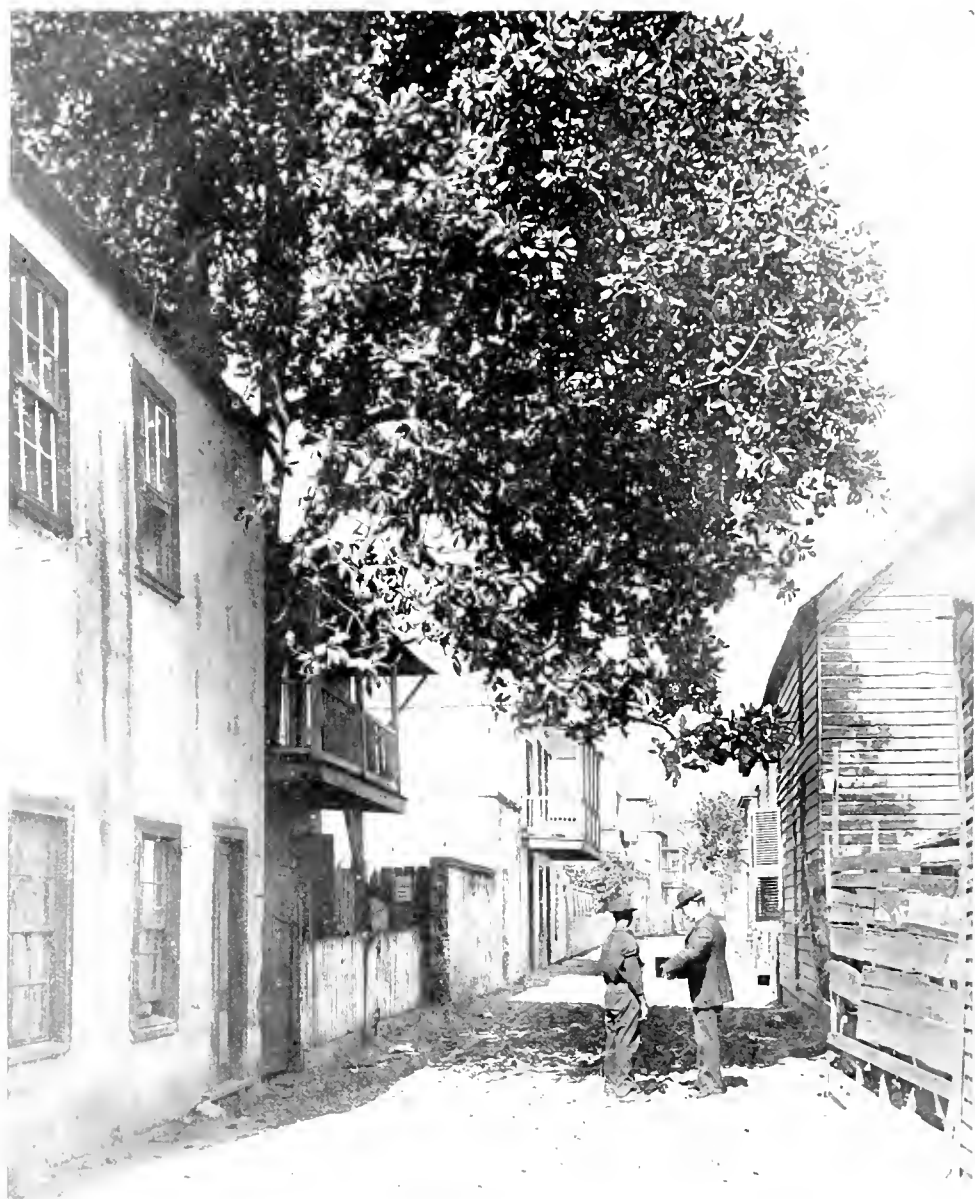
curity St. Augustine rejoiced. In those days they looked out upon a wilderness; the belated traveler hurried on to their shelter; and the town slept securely when the Barrier Gate was fast shut against the midnight approach of a foe from without. Stoutly their walls gave their strength when it was needed, and defended for the King of Spain his garrison town in Florida. They have witnessed many a narrow escape and many a gallant rescue. More than once have they trembled with the shock of assault, and more than once driven back the foe repulsed. To-day, dismantled and useless, out of keeping with the customs of the day and the spirit of the age, long since left behind by the outstretching town, the picturesque old ruins linger as cherished landmarks. Here we are on historic ground.

The gateway is the only conspicuous relic of the elaborate system of fortifications which once defended St. Augustine. The town being on a narrow peninsula running south, an enemy could approach by land only from the north. Across this northern boundary, east and west, from water to water, ran lines of fortification, which effectually barred approach. From the fort a deep ditch extended to the St. Sebastian; and was defended by a high parapet, with redoubts and batteries. The ditch was flooded at high tide. Entrance to the town was by a draw-



"LINGER AS CHERISHED LANDMARKS."

bridge across the moat and through the gate. Earthworks extended along the St. Sebastian River in the rear (west) of the town, and around to the Matanzas again on the south. The gate was closed at night. Guards were stationed in the sentry boxes. Just within the gate was a guard house, with a detachment of troops. When the sunset gun was fired, the bridge was raised, the gate was barred, and the guards took their stations. When once the gate was closed, the belated wayfarer, be he citizen or stranger, must make the best of it without the town until morning.



IN OLD ST. AUGUSTINE.
The Old House on Hospital Street



LOOKING BEYOND THE GATES.

The PLAZA is a pleasing bit of greensward in the center of the town. It is a public park of shrubbery and shade trees, with monuments and fountains, an antiquated market place inviting one to loiter, and an outlook to the east over the bay and Anastasia Island to the sails of ships at sea. The open structure on the east end of the Plaza is commonly pointed out as the "old slave pen," or "SLAVE

MARKET," and it is sometimes alleged to have been of Spanish origin. It never was used as a "slave pen," nor as a "slave market," nor had the Spaniards anything to do with it, for they had left the country twenty years before it was built. The market was built in 1840, for the sale of meat and other food supplies, and it was devoted to that use.

It was not until the influx of curiosity-seeking tourists, after the Civil War, that any one thought of dubbing the Plaza market a "slave market." The name was



PALMS AND PINNACLES.

Looking from the Windows of the Hotel Granada

invented by a photographer in order to sell his photographs. The "slave market," "Huguenot Cemetery" and "oldest house" yarns have been told so often to credulous visitors that there are now some residents of St. Augustine who actually almost believe the stories themselves; but the facts are that St. Augustine never had a slave market nor a Huguenot cemetery, and that no one knows which house is the oldest.

The park takes the name of Plaza de la Constitucion from the monument erected here by the Spaniards in 1813 to commemorate the adoption of a liberal



MEMORIAL PRESBYTERIAN CHURCH.

constitution by the Spanish Cortes. The Plaza monument to the Confederate dead was erected in 1872 by the Ladies' Memorial Association.

Facing the Plaza on the west is the Post Office; the east end is open to the bay. On the south rises the spire of Trinity Church. On the north is St. Joseph's



PLAZA AND CATHEDRAL.



GROUPS OF THE BUCKINGHAM LOOKING TOWARD THE AL CAZAR.

CATHEDRAL, completed in 1791, burned in 1887 and rebuilt and enlarged in 1887-88. One of the original bells bears the inscription "SANCTE · JOSEPH · ORA · PRO · NOBIS · D · 1682."

Extending from Fort Marion south along the water front to the United States barracks stands a SEA-WALL of coquina capped with New England granite. It affords a necessary protection against the encroachment of the sea; the site of St. Augustine is so low that under certain conditions of wind and tide the waves would inundate much of the town. In heavy east storms the water dashes over the top of the wall. The need of such a barrier against the sea was recognized at an early time. There is a touch of the humorous side of history in the spectacle of Spain, having chosen this bit of Florida soil for a town, building first a fort to defend it from invaders, and then a wall to protect it from the inroads of the sea. The present wall was built by the United States, in 1835-42, as a complement to the repairs of Fort Marion, at an expense of \$100,000. The length is $\frac{3}{4}$ mile, the height 10 feet.

Complementing the battlements and watch-towers of Fort Marion on the north, the ST. FRANCIS BARRACKS stand out conspicuously at the south end of the sea-wall facing the Mantanzas. They take the name from the Franciscan Convent, whose former site they occupy. The old building has been greatly modified by the

United States Government, although not entirely rebuilt; and some of the original coquina walls of the convent remain.

A short distance south of the Barracks is the MILITARY CEMETERY, where are three low pyramids of masonry forming the tombs of officers and men who lost their lives in the Seminole War. The memorial shaft is commonly spoken of as



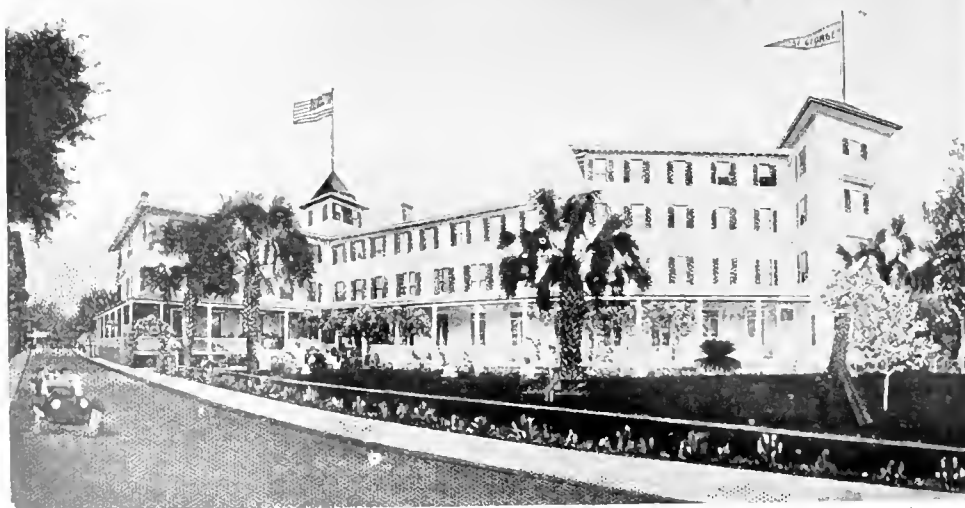
GROUNDS OF HOTEL MAGNOLIA.

“Dade’s Monument,” because more than one hundred of the soldiers interred here were those who perished in the “Dade Massacre,” one of the most tragic incidents of the Seminole War. In August, 1835, Major Dade and a command of troops, 110 all told, were on their way from Fort Brooke to Fort King. At half past nine o’clock, Friday morning, August 28, they were marching through an open pine barren, four miles from the Great Wahoo Swamp, when they were fired on by a band of Seminoles in ambush, and all but three were killed.

The Barracks are not now occupied by the United States troops, but are used for military purposes by the State of Florida.



THE BATTLEMENTS OF FORT MARION.



THE ST. GEORGE ST. AUGUSTINE



THE SIGN OF THE QUESTION MARK

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FORT MARION BASTION AND MOAT



FORT MARION LOOKING TOWARD THE SEA.

FORT MARION is at the north end of the sea-wall and commands the harbor. It is open daily (admission free) from 8 A. M. to 4 P. M. Afternoon is the most pleasant time for seeing the fort. The sergeant in charge conducts visitors through the casemates.

The fort, which is the only example of mediæval fortification on this continent, is a fine specimen of the art of military engineering as developed at the time of its construction. It is a massive structure of coquina stone, with curtains, bastions, moat and outworks.

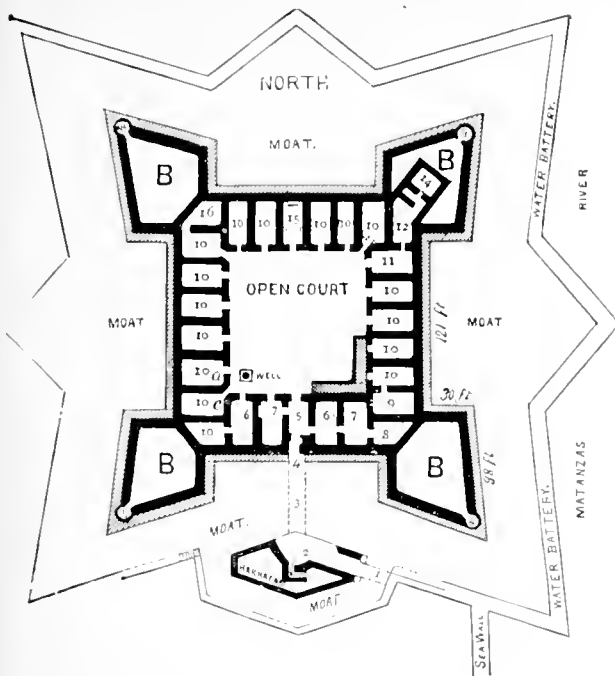
Surrounding the fort on the three land sides is an immense artificial hill of earth, called the glacis. From the crest of the glacis on the southeast, a bridge, formerly a drawbridge, leads across part of the moat to the barbican. The barbican is a fortification, surrounded by the moat, directly in front of the fort entrance, which it was designed to protect. In the barbican at the stairway are the Arms of Spain. A second bridge, originally a drawbridge, leads from the barbican across the wide moat to the sally-port, which is the only entrance to the fort. This was provided with a heavy door, called the portcullis. On the outer wall, above the sally-port, is the escutcheon, bearing the Arms of Spain; and the Spanish legend, which read:

REYNANDO EN ESPAÑA EL SEÑOR DON FERNANDO SEXTO Y SIENDO GOVERNADOR Y CAPTAN DE
ESPAÑA SAN AGUSTIN DE LA FLORIDA E SUS PROVAS EL MARESCAL DE CAMPO DON ALONZO
FERNANDO HEREDIA ASI CONCLUYO ESTE CASTILLO EL AÑO DE 1756 DIRIGIENDO LAS OBRAS
EL CAPITAN INGENIERO DON PEDRO DE BROZAS Y GARAY

"Don Ferdinand VI., being King of Spain, and the Field Marshal Don Alonzo Fernando Heredia being Governor and Captain General of this place, San Augustin of Florida, and its province, this fort was finished in the year 1756. The works were directed by the Captain-Engineer Don Pedro de Brozas of Garay."

Within the fort on the right of the entrance hall is the old bake room, and beyond this are two dark chambers, which were used for storage. On the left is the guards' room. The hall opens upon a large square court (103 by 100 feet). Around this court are casemates or rooms which were used for barracks, messrooms, storerooms, etc. Some of the casemates were divided into lower and upper apartments. A beam of light is admitted through a narrow window or embrasure, high up near the arched ceiling. From the first east casemate a door leads back into an interior dark room. From the furthest casemate on the same side an entrance leads back into a dark chamber, off from which a narrow passage leads through a wall 5 feet deep into a space 6 feet wide; and from this a low aperture 2 feet square gives access through another wall 5 feet deep, into an innermost vault or chamber, which is 19½ feet long, 13-2-3 feet broad, and 8 feet high. The arched roof is of solid masonry. There is no other outlet than the single aperture. This is the so-called "dungeon" of Fort Marion. It was designed for a powder magazine or bomb-proof. When the fort was in repair the chamber was dry and fit for use as a safe deposit for explosives; but when the water from above percolated through the coquina, this bomb-proof or powder magazine became damp and unwholesome. For this reason it was no longer used except as a place to throw rubbish into. Then it bred fevers, and finally, as a sanitary measure, the Spaniards walled it up, and the middle room as well. They did this in the readiest way by closing the

entrances with coquina masonry. When the United States came into possession of the fort the officers stationed here did not suspect the existence of these disused chambers, although among the residents of the town were men who had knowledge of them and of their prosaic use as deposits for rubbish. One of these residents once related to the writer his recollection of the disused powder magazine, as he was familiar with it when, as a boy, he was employed at the fort. In 1830 the masonry above the middle chamber caved in, and while the engineers were making repairs the closed entrance to the innermost chamber was noticed, and investigation led to its discovery. Refuse and rubbish were found there. The report was given out—whether at the time or later—that in this rubbish were some bones. From this insignificant beginning the myth-makers evolved first the tale that the bones were human, then they added a rusty chain and a staple in the wall, a gold ring on one



PLAN OF FORT MARION.

1, bridge from barbican to glacis. 2, stairway to barbican. 3, bridge over moat. 4, sally-port. 5, hall. 6, bake room. 7, 8, dark rooms. 7 (left), guards' room. 9, interior dark room. 10, 10, casemates. 11, casemate. 12, interior dark room. 14, bomb-proof. 15, chapel. 16, dark room. 10a, treasurer's room. 10c, casemate from which Coacoochee escaped. B, bastion. W, water-tower.



CHapel ENTRANCE AND CASEMATES.

skeleton's finger, instruments of torture, iron cages, a pair of boots, and a Spanish Inquisition tale of horror. Facing the court on the north is the chapel. In the wall of the court above the party of French astronomers who came here in 1879 to observe the transit of Venus have left a marble tablet in commemoration of their visit. In the northwest bastion is another dark room. Casemate too is known as "Coacoochee's cell." Coacoochee was a Seminole chief, who at one time during the Seminole War was confined here; and with a companion made his escape by squeezing through the embrasure and dropping to the moat. The Seminole chief Osceola was also a prisoner in Fort Marion, whence he was removed to Fort Montrie, in Charleston Harbor, where he died.

From the court a stone ascent leads up to the terreplein of the ramparts. This ascent was originally an inclined plane for artillery. At the outer angle of each bastion is a sentry box.

The four walls of the fort between the bastions are the curtains. The walls are 9 feet thick at base, $4\frac{1}{2}$ at top, and 25 feet high above the present moat level. The bastions are filled



COURT OF FORT MARION.



THE SEMINOLE CHIEF OSCEOLA

with earth. The fort is surrounded by a moat, 40 feet wide, formerly deeper than at present, with a cemented concrete floor, and flooded from the bay at high tide. Along the outer edge of the moat are narrow level spaces called covered-ways; and wider levels called places-of-arms, where artillery was mounted and the troops gathered, protected by the outer wall or parapet, from which slopes the glacis. The fortification of stone (water battery) in front was built by the United States in 1842. The small brick building (hot shot furnace) in the moat dates from 1844.

In different forms and bearing different names, the fort has been established more than three centuries. For two hundred years the fort was St. Augustine, and St. Augustine was Florida. At first a rude and temporary structure of pine logs,

the fortification expanded in magnitude until it developed into the great stone fortress. In the years of its building the progress of such a work was slow. Convicts from Spain and Mexico, and Indians and slaves, quarried the stone on Anastasia Island, ferried it across the bay, and toiled at the walls; and it was not until the year 1756 that the work was considered finished. The story goes that the King of Spain, counting up the cost, fancied that the fort must have been built



RUINS OF SPANISH FORT AT MATANZAS INLET.

of gold; and we may well imagine that successive Governors-General filled their pockets out of the job and went home rich men.

The walls are built of *coquina*, which in its day was considered a very excellent material for this purpose, since cannon balls would sink into the wall without shattering it as they would harder stone. On the sea front of the southwest bastion are crevices, which according to local tradition were caused by British cannon balls from the opposite shore when the town was besieged by Oglethorpe, who in 1740 landed a force on Anastasia Island and bombarded the fort for forty days. In that age of crude artillery the *coquina* bastions were capable of withstanding a much more serious attack than that of Oglethorpe's batteries; but the art of war has changed since then, and Fort Marion would quickly be shattered by modern guns.

Shortly after coming into the possession of the United States, the fort was named Fort Marion, in honor of the Revolutionary hero, General Francis Marion.

ST. ANASTASIA ISLAND, lying in front of the town, between bay and ocean, is a favorite resort for excursion parties, and has many attractions for the tourist. The most pleasant time for a visit is the afternoon. The route is by bridge from King street, and rail, drive or cycle path. The LIGHTHOUSE is usually open to visitors. The light is a fixed white and revolving flash light, flashing once every 3 minutes, and is visible 10 miles. The purpose of the variability of the light is to render it distinguishable from others. Thus, while the St. Augustine light is a fixed white light varied by a flash every 3 minutes, the St. Johns River light, the next one north, is a fixed white light; and the Cape Canaveral light, the second one south, flashes every minute. The black and white spiral stripes, which make the tower look like a grotesque Brobdingnagian barber's pole, distinguish it from others by day; the tower of the St. Johns River light is red; that of the Cape Canaveral light has black and white horizontal bands.

Anastasia Island extends from St. Augustine south 12 miles to MATANZAS INLET, where there are picturesque ruins of an old Spanish fort which defended the sea approach to the town from the south. The name Matanzas (from the Spanish *Matanza*—slaughter) commemorates the massacre of the Huguenots, which occurred here in the year 1565, an event connected with the founding of St. Augustine by Pedro Menendez. The French Huguenots had established a settlement on the River St. Johns, and in 1565 Menendez came with a Spanish force to drive them out. He landed at the Indian village of Seloy, and on its site founded St. Augustine. The French, leaving a garrison in their Fort Caroline, sailed to attack St. Augustine, but their ships were driven south by a storm. Thereupon Menendez marched to the St. Johns, captured the French fort and put the garrison to death. Upon his return to St. Augustine he learned that the French fleet had been wrecked on the coast. He proceeded south to this inlet, discovered the Frenchmen on the other side, and by false promises induced them to surrender and deliver up their arms. Then he sent them boats, brought them over in small bands at a time, bound them, blindfolded them, led them behind the sand hills, and there in the name of religion put them to death.



FORT MARION THE WATER BATTERY.



THE HOTEL PONCE DE LEON.

It has been the fashion in describing St. Augustine to lay emphasis on its Spanish character. With the one exception of the fort, however, no specially notable example of Spanish architecture was to be found here. Throughout the entire period of its rule from Madrid the town appears to have been always poor, as the Boncaniers found it in the middle of the seventeenth century. And yet no



COURT OF THE PONCE DE LEON.

natural conditions were wanting. The sky above St. Augustine arches as delicately blue and soft as that of Seville. The sunlight is as warm and as golden as that which floods the patios of Spanish Alcazars. The Florida heavens are as radiantly brilliant by night, and the full moon floats as luminously above the Atlantic coast, as where the pinnacles and minarets of Valencia glitter in its beams on the Mediterranean shore. Add to these natural adaptations the historic associations of Spain and the Spaniards, and there is little room for wonder that the visitor looked for some architectural monuments other than gloomy fortifications to commemorate the dignity and pride of the ancient Spanish rule.

Some such reflections as these, perhaps, prompted the designers of the projected PONCE DE LEON to look to the architecture of Spain for the style most appropriate for the structure. They found it in the Spanish Renaissance; and this was well chosen, for it was the style of which the development coincided with the most glorious period of Spanish history.

The historic symbolism of the decoration is to be observed at the very gateway of the court in the lion's masque which ornaments each of the gateposts. It is the heraldic lion of Leon, that sturdy Spanish town which so long and so bravely withstood the Moors; and an emblem, too, of the doughty warrior, Juan Ponce de Leon, proclaimed in his epitaph "a lion in name and a lion in heart." Above the arch of the gateway, repeated in the spandrels of the panel arches, is the stag's head, which was the sacred totem of Seloy, the Indian village on whose site St. Augustine was built. From the gateway of the court the towers are seen for the first time in their full proportions. Each side of the square tower is pierced near the top with an arched window, opening upon a balcony, reminding us of the balconies of Mohammedan mosques; and from them, at morning, noon or nightfall, we might almost expect to hear the muezzin's call to prayer. Crossing the court, past the fountain, we approach the grand entrance. This is a full-centered arch, 20 feet wide. Around the face of the arch, in a broad band, carved in relief on a row of shields, a letter to a shield, runs the legend, *Ponce de Leon*. Garlands depend from the shields, which are supported by mermaids. This is another suggestion of the sea as the source whence came the shell composite of the hotel walls; and also of the sea as the field of Ponce de Leon's achievements. The suggestion is further emphasized in the shell-pattern in the spandrels of the arch, and yet again in the marine devices of the coats-of-arms on the two shields. The other entrances, on the east and west, should have attention before we leave the court. In the wall, on each side of the doorway, is a deep fountain niche. The water issues from the mouth of a dolphin. Above the door, in the key of the arch, is a shield with a shell device, and medallions with Spanish proverbs occupy the spandrels. The dolphins of the fountain niches have special appropriateness; they are not only typical of the sea, but have a local significance as well, for the bay of St. Augustine once bore the name River of Dolphins, given it by Laudonnière, the Huguenot captain, who anchored his ships here in 1564. The allusion to the sea, in the dolphins and the shells, is a motive repeated again and again throughout the hotel; even the door knobs are modeled after shells.

While the decorations of the rotunda are true to the Spanish Renaissance style, the motives for them have been found in the Spain and the Florida of the sixteenth century; the symbolism is of the spirit of that age and the impulses which then held sway. Painted on the pendentives of the cove ceiling of the second story are female figures typical of Adventure, Discovery, Conquest, Civilization. Four other figures represent the elements, Earth, Air, Fire, and Water. The decorations in the penetrations are lyres, with swans on either side. The lyres are surmounted alternately by a masque of the Sun god of the Florida



A TOJETTI FRESKO

Indians, and by the badge of the most illustrious order of Spanish knighthood, the Golden Fleece, depending from its flint-stone, surrounded by flames of gold. Where this appears, the design of the border is the Collar of the Golden Fleece, the chain of double steels interlaced with flint-stones.

Below in the spandrels of the corridor arches is seen the stag's head, the barbaric emblem of the Sun-worshipping Indians. Shields bear the arms of the present provinces of Spain, and on cartouches are emblazoned the names of the great discoverers of America. Cornucopias are favorite forms here, as elsewhere throughout the hotel.

The upper dome is modeled in high relief; around its base dances a band of laughing Cupids; between these figures are circular openings; and the vault above is all modeled with delicate tracery of pure white and gold effects; casques and sails signify the military and maritime achievements of Spain; and the crown of the dome is surrounded with eagles.



THE ALCAZAR.

A broad stairway of marble and Mexican onyx leads to a landing, from which is entered the dining hall. In delightfully antique letters set in mosaic in the floor of the landing is the aptly chosen verse of welcome, taken from Shenstone:

Who'e'r has travell'd life's dull round,
Where'er his stages may have been,
May sigh to think he still has found
The warmest welcome at an inn.

On each end, north and south, of the central dining hall is a panel of dancing Cupids, with roguish faces and outstretched hands, representing the feast, some extend clusters of luscious grapes, and bread and cups of wine in welcome to the guests, while others ladle steaming *olla* from great Spanish *calderons*. On the wall above are pictured ships of Spain, with sails full set and gracefully waving streamers and pennants; they are the high-pooped Spanish caravels of the sixteenth century, just such vessels as that in which Ponce de Leon came to Florida in his search for the fountain. On the pendentives between the stained-glass windows, allegorical paintings represent the Four Seasons. The grand parlor decorations are in ivory-white and gold, with frescoes by Tojetti of Cupids and garlands and filmy drapery amid clouds in the corner ceilings.



COURT OF THE PONT DE L'ÉCLUSE

On the south side of King street, opposite the Ponce de Leon, is the ALCAZAR, an adjunct of the hotel, and in architecture a fitting complement of it. The Alcazar is of Spanish Renaissance style, and of a design which, like that of the Ponce de Leon, is original throughout. Within is a court of flowers, shrubbery and vines, with a fountain playing in the center. The court—not unworthy to be compared with the patios of the Alcazars in Spain—is surrounded by an arcade, upon which open shops and offices. Beyond is the Casino, in which are the great swimming pools of sulphur water from the artesian wells.

The group of concrete hotels on the Alameda is completed by the HOTEL CORDOVA. In style it does not follow the Spanish Renaissance architecture; the suggestions for the heavy walls and battlemented towers were found in the strong castles and town defenses of Spain; it recalls those architectural monuments of the warring ages of the past; vast piles of masonry, which grew with the increments of hundreds of years, amid the conflicts of Roman and Goth and Moor and Christian. Thus the archway on the north façade, formerly a gateway, flanked by massive towers round and square, was an adaptation of the Puerto del Sol, or Gate of the Sun, of Toledo.



THE FOUNTAIN OF THE ALCAZAR.

IN SPANISH ST. AUGUSTINE.

LE SIEUR CAUSSE, an honest French mariner of the eighteenth century, who was shipwrecked on the Bahamas, plundered by pirates, and in the end forced to turn pirate himself, and who left in a manuscript carefully cherished by his descendants, an account of his sea life, found his way about the year 1750 to St. Augustine; and gives a racy and curious picture of what he saw there:

"In Havana we found a French corsair, commanded by M. Ferret, who also owned the vessel. It mounted six three-pounder guns, twelve swivel guns, and had seventy men of all sorts and conditions, including Spaniards, Turks, Genoese, and English. As I was now quite destitute, and had nothing left in the world but my shirt and breeches, there seemed nothing better for me than to embark on board this ship, especially as M. Ferret offered me the post of lieutenant. He took at the same time several of our people. After victualling the ship, we set sail for the English strait. When two days out we saw a little ship careening under the island of Samana. To ascertain what she was M. Ferret lowered the long boat, and I was ordered to take nine men, and if she turned out to be English, to seize her. When already near to her, some English sailors who had concealed themselves behind the rocks, opened a volley of musketry fire upon us, which only wounded three of us. Our wish was to land and drive them out, but M. Ferret by signal recalled us to the ship, and our corsair was moved in to half cannon shot distance, almost grounding, and we cannonaded her till we had rendered her useless.

"When we were off St. Augustine, in Florida, we determined to careen and repitch our vessel. So in answer to our signal for a pilot a launch came off from the shore and took us in tow. By hard rowing they brought us over the bar, so that we were able to sail up the river. Next day we came to anchor before the town of St. Augustine, which we saluted with thirteen guns. The boat was lowered, and M. Ferret paid a visit to the governor, who received him with every attention, offering to supply us with all we

needed. Next day the governor came on board, and we set before him a collation of a varied sort, on which he complimented us. Indeed, this little *déjeûner* was of the gayest. We drank to the prosperity of our country with the accompaniment of salvos of cannon, and the cheers of the men who went into the rigging. When the governor left he invited all the officers to the Government House next day.

"The hour being at hand for our appearance there, many of us represented to M. Ferret that we could not present ourselves before the governor decently, as most of us had only one shirt and one pair of breeches, which made him laugh much. Being determined to take us along with him, he lent us all the clothing he had, and although it was his very best, yet our appearance was comical enough. Some of us had lace-up clothes without vests, others nothing but vests and big breeches. Thus then in grand parade, each of us with a sword at his side, we proceeded to the Government House, where we were received by the governor himself and introduced to the company. We sat down to a dinner served by the cook, Dubord, and had good wine dessert. At 3 o'clock we adjourned to another hall and danced minuets with some beautiful Spanish ladies. Afterward we went to the church, where the governor had us placed in a large covered pew by his side. It had a curtain of crimson velvet and was opposite the pulpit. The preacher was Récollet Father. At the second part of the discourse we were surprised to see him produce a skull upon which he placed a wig. After he had spoken in an impassioned manner words which, though we could not understand them, were evidently good moralities, he took the pernique off this skull and in its stead placed a head-dress and a veil. Doubtless this part of his discourse was addressed to the women, at which remarkable scene some of us could not resist laughter. For my own part, I bit my lips to save myself from exploding. I could have wished to have been outside. In concluding

his sermon he took a crucifix, and as if he noticed that what he had said had not sufficiently moved his audience, I understood very well that he cried out several times, 'You are not willing to weep? You are not willing to weep for your God? Very well, I will take Him away.' Then he descended from the pulpit and left the church in a rage, taking the crucifix with him; and immediately everybody rushed out after him, through the streets, telling their rosaries. There only remained in the church a few women fainting and without help. Such an impression had the monk made upon them! He presently returned, still followed by the crowd, into

the church, pronounced the benediction, and all was over.

"We next went with the governor to see the races, which are chiefly entertaining on account of the large assemblage of people of both sexes. The race itself is a very small matter. About sixty horses were made to run one after another, while their riders tried to seize the head of a cock who is fastened by the feet to a cord tied across the street above their heads.

"Some weeks after, having completed our career and provisioned our ship, we took farewell of the worthy governor and got out of the river."



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A STRAIGHTAWAY COURSE

THE EAST COAST.

GOING south from St. Augustine, one comes first to PALATKA, on the St. John's River, twenty-eight miles from St. Augustine via the East Coast Railway, and fifty-six miles from Jacksonville. Palatka is an attractive and flourishing city, and the walks and drives in all directions are romantic and beautiful. Row-boats and small steamers can be leased for excursions to points on the St. John's River. The city is the point of departure for the Ocklawaha steamboats.

Palatka is one of the oldest towns in the State. Its natural advantages were recognized as far back as the days of the Seminole Indians, when it was the most important trading post in East Florida. During the Seminole War it was an army post and basis of supplies. The old has been supplanted by the new, and the changes brought about in this beautiful little city on the St. Johns during the past few years are hardly to be imagined. It is the terminus of one of our greatest trunk lines of railways—the Georgia Southern & Florida (Southern Railway), is on the main line of the Atlantic Coast Line and Florida East Coast Railways, the head of deep water on the St. Johns; and at its wharves vessels carrying the products of its mills and factories are loaded for New York, Boston, Philadelphia and other points.



ST. JOHN'S RIVER AT D. ROAD,
Palatka, Florida Photographic Concern.



S. CHAMBERLAIN, THE UNIVERSITY OF TEXAS AT AUSTIN
Photograph 1902, U. S. National Museum, Washington, D. C.



SILVER SPRING.

THE OCKLAWAHA RIVER TOUR affords a revelation of some of the wildest and most novel scenery in the State, and an experience never to be forgotten. The river is navigated by the tourist steamers of the Ocklawaha River lines, from Palatka and Silver Springs, railroad connection being made at each of these points. (See time cards in our advertising pages.) The steamboats are lighted on their way through the night, and the excursion is one which remains in memory as the weirdest experience of a lifetime. The stream is narrow and extremely tortuous, and is overarched by giant oaks, magnolias, palmettos, cypresses, bays and other trees, all festooned with "Spanish moss" in profusion. The effect by daylight is novel and fascinating, and by night it is fantastic, mysterious and bewildering beyond description. Silver Spring is a circular basin, 600 feet in diameter, of water of wonderful clearness, which bursts up in a great flood from a depth of 65 feet, in such volume as to form the navigable river by which the steamboat has entered the spring. So clear is the spring, that from a boat the smallest objects can be seen at the bottom, and a nail may be watched all the way as it goes down, turning and darting in erratic course.

ORMOND, sixty-eight miles from St. Augustine by the East Coast Railway, is situated on the Halifax River, here parallel with the Atlantic, the two being



A BIT OF THE OCKLAWAHA.



THE ORMOND

separated by a peninsula a half mile wide. The Halifax belongs to that system of inland waters which are more properly termed lagoons. They are fed by inlets from the sea, and extend from a little below St. Augustine to Lake Worth.

DAYTONA, five miles to the south of Ormond, occupies an elevated hammock site on a circling arm of the Halifax, whence it looks out upon a bay of singular beauty. The natural attractions are many—a clean, hard river shore, shady oaks and palmettos, and the Ormond-Daytona beach. SEABREEZE is a winter colony of cottages and hotels on the ocean side of the peninsula. Daytona and Seabreeze being connected by bridges. On the ocean side of the peninsula the Ormond-Daytona beach, which is wonderfully hard and smooth, stretches for thirty miles without a break in its even surface, on which the hoof of a trotting horse makes no impression.

Daytona was founded in 1870 by Mathias Day, of Mansfield, O., who named it Tonoka; but in 1871 Thomas Saunders, the landscape gardener of Washington, gave it the name Daytona. The founders set out to make a New England settlement in the South, and the thriving, prosperous and growing town, which is essentially one of homes, is marked by the best characteristics of



141. OMAHON-DAYTONA BEACH
Photo C. 1905. W. K. S. C. D. 1905.



IN DAYTONA.

Massachusetts town life. Something of its beauty is hinted in our illustration of Ridgewood avenue, one of the many avenues and streets for which Daytona is famous. The climate here is of that medium quality which permits one to come in October and stay until the end of May. April is cool and delightful. Careful records of the temperature show that the April averages are: 8 A. M., 66°; 12 M., 73; 8 P. M., 68, and the mean for the month, 70.

The walks in all directions are singularly attractive; and there are numerous rustic seats and arbors along the shaded river banks or through the trails.

Sea bathing is a feature. The beach, from the sandy bluff to the lowest point at ebb tide, is about 500 feet, and the slope is very gradual, and the incoming waves are gentle, so that the most timid and inexperienced may here find the water perfectly safe. The beach also is attractive in the variety of beautiful shells that are swept up at the high tides. The exquisite nautilus is here cast ashore in storms, and searchers haunt the shore eager for the coveted prize.

The greatest inland water attraction is the Tomoka River, once the chosen resort of the Tomoka tribe of Indians. Black bass from three to six pounds in weight abound in its deep, still waters; red bass are taken near its mouth, and there are many alligators in the stream. The high, wooded bluffs afford dry and





THE TOMOKA—ORMOND AND DAYTONA.

picturesque camping grounds. The scenery of the river is varied and charming; and the one-day trip up the Tomoka is one of the popular excursions from Ormond and Daytona. It may easily be reached by auto or boat. Steamboat excursions up to the Tomoka are made daily during the season.

Excursions are made from Ormond, Daytona and Seabreeze south to Ponce Park, at Mosquito Inlet, eleven miles from Daytona, one of the finest fishing grounds on the Coast.

The Halifax affords opportunities for sailing, and there is a large fleet of pleasure craft. The fishing for salt-water species is capital, the fish taken comprising drum, sheepshead, sea bass, pompano, cavalle and other varieties.

THE ORMOND DAYTONA BEACH is one of the famous auto speedways of the world. "Its sand is composed largely of the shells of the coquina clam, or *Donax*, peculiar to this part of Florida. The shells are about one-half inch long and very thin. For ages nature has been rolling them up, washing them back into the surf and pulverizing them. Examined under the microscope each particle is round, unfit for mortar, builders say, because its smoothness prevents it from holding together; yet, strange to contemplate, the very moment a wave leaves the wet, apparently soft beach, these round particles settle down into a cement almost as hard as asphalt, beyond the comprehension of one who has



IN MIRROR POOL.



A STREET IN DAYTONA.

not seen it. Surely it must have been made for the automobile, for, regardless of weather conditions, there is no mud, no dust, tires are never heated owing to the moisture, and exploded tires are unknown. Here, too, the great dangers of road and track racing are entirely eliminated and man can never build a road as hard and smooth. Repairs are unnecessary, as twice each twenty-four hours it is entirely rebuilt by the tides. Immense holes may be dug, but the next tide hides every trace. Being almost level and with an average rise and fall of only 2 feet 9 inches at extremely low tide, this beach is from 300 to 500 feet wide and can be used from two hours after until two hours before high tide, thus giving an average of seven to eight hours for automobiling some part of each day."

The automobiling opportunities are by no means confined to the beach. The Ormond and Daytona auto roads are famous for their excellence and attractiveness. They lead in many directions, passing through charming scenery, and reaching many interesting points. One penetrates dense tropical forest, leading



AN ALICE TRAIL BY THE HALIFAX.



IN DAYTONA.

to ancient stone ruins; another follows the river to a modern plantation, hospitably thrown open to inspection; a third takes us through hammock and pine woods to the Tomoka Cabin on the Tomoka River. A favorite route is from Ormond on the beach to Daytona and return by the Halifax River road; or from Daytona one may soon go on to New Smyrna by the hard shell road which for fifteen miles closely follows the west bank of the river. The 35-mile round trip on the beach from the Inn to Smyrna Inlet is a favorite route.

The good roads movement has been taken up with much enthusiasm, and is providing the East Coast country with a system of highways embodying the modern art of road building. Native material for roads is found in the coralline rock, which is soft and easily quarried, hardens upon exposure to air, and when crushed makes an admirable road material. Another material extensively used is the oystershell, drawn in abundant supply from the shell mounds along the coast, and another is the white marl of Ormond and Daytona.



VIEW OF A TROPICAL FOREST



THE INDIAN RIVER OUTLOOK AT ROCKLEDGE.

NEW SMYRNA, thirteen miles south of Daytona, on Hillsborough River, is the oldest settlement on the East Coast south of St. Augustine; and is historically famous for the Greek and Minorcan colony, 1,500 strong, established by Dr. Turnbull in 1767. All along the river bank for four miles north and three miles south are scattered the ruins of old Minorcan houses, with coquina stone floors, chimneys and wells, curbed with hewn stone. The drainage canals, indigo vats and ruins of old sugar mills indicate large industries. Other ruins known as the "Spanish Mission," or "Columbus Chapel," and "Rock House" are by some people thought to antedate the time of Turnbull. New Smyrna beach stretches south for miles, with a firm, smooth surface, and is lined along the bluffs with the cottages of Coronado and other summer and winter residence colonies. New Smyrna is an outfitting point for fishing and camping parties.

From New Smyrna a branch line of the Florida East Coast Railway System runs to Blue Springs, on the St. John's River, thirty-two miles west. This is the route to DE LAND and to LAKE HELEN.

ROCKLEDGE is named from the bold coquina ledges, which lend a picturesque beauty to the shore line. The foot walk for several miles on the high river bank, leading through one splendid orange grove to another, is very fascinating. There is a grand outlook across the river to Merritt's Island, which is also populous with villas, groves and gardens. The sailboats and rowboats and launches, the pedestrian parties one continually meets on the river path, the well-contented occupants of the elegant mansions that front the river adjoining on their broad verandas, the *dolce far niente* leisure of the Rockledge winter resident, the orange



A TANGLE OF WILDERNESS.
Photo C. 1907, by Kaiser, Duxbury.



A CHARACTERISTIC PALMITED PICTURE

pickers amid the golden fruit, and the skilled landscape gardening that emblazons the walks and grounds of the hotels with brilliant tropical flowers, all unite to make Rockledge deservedly and permanently popular with winter tourists. A favorite excursion is to the beautiful estate well named Fairyland. The pineapple growing district extends from here south to Palm Beach and beyond.

The lagoons, commonly known as the INDIAN RIVER, make a continuous stretch of water scenery for more than 250 miles, and with Biscayne Bay, now united with Lake Worth, give an uninterrupted water course of 350 miles, combining more of fascinating variety and beauty than any other in the United States. These connected inland waters vary from weird and twisting narrows 100 feet in width to spreading lake-like expanses from three to six miles wide. Sometimes they look out of inlets upon the ocean, and again into the mouths of winding creeks or fresh-water rivers that break the western shore. At one point the Indian River channels separate and wind among wooded islands, making one think of the lochs of Scotland.

FORT PIERCE is noted as a winter resort much visited by sportsmen. It is in

AN INDIAN RIVER SHORE





TO THE HILL OF THE F. G. C.



PICKING ORANGES.

the pineapple district. The section is one of interest, too, because of the relics of a bygone age and a vanished people; there are Indian mounds, and the earth-works of old Fort Pierce, suggestive memorials of the days when the Seminoles were making a hopeless stand against fate. Back of Fort Pierce is the home of one branch of the Seminole Indians, and they may here often be seen trading their alligator skins, plumes and game for ammunition and supplies.

LAKE WORTH AND PALM BEACH.—Southward 300 miles from Jacksonville is Palm Beach, on Lake Worth. Here we enter the cocoanut region and the tropical paradise of Florida. Lake Worth is, like the other waters of the Indian River system, a salt-water lagoon, twenty-two miles long by an average of a mile in width, and separated from the Atlantic Ocean by a peninsula about a mile wide. Here is situated the Royal Poinciana, one of the largest hotels in the world, and royal indeed in respect both of its entirely unique surroundings and its magnificent appointments. Fronting the beautiful lake and commanding also the ocean view, it has the peculiar advantage of a lordly grove of cocoanut palms and the finest environments of tropical gardening. The magnificent hotel does not stand alone in respect of such environments; for several miles along the lake front range other beautiful and highly improved estates with similar adornments of cocoanut palms and a great variety of other tropical flora.

The climate is very greatly influenced and tempered both in winter and summer by the Gulf Stream, which passes close to the shore at this point. The normal winter temperature is about 70 to 75 degrees



WHITEHALL—RESIDENCE OF MRS. HENRY M. FLAGLER, PALM BEACH.

WHITEHALL, one of the stately homes of America, is appropriately in the Spanish style of architecture, the house, built around an interior court or *patio*, and having for external features the columned portico, pure white walls and red tiled roof glowing against the sky. The entrance hall, 110 feet long, with grand marble stairway and domed ceiling, opens into apartments treated in various styles of decoration and furnishing—the Library in that of the Italian Renaissance, the Salon in that of the period of Louis XVI., the ballroom, in white and gold, in the style of Louis XV., the dining room in that of Francois I.

Tropical plants and trees from all parts of the world are gathered here. Walks shaded by groves of cocoanut palms are laid out in geometrical patterns, bordered with concrete curbs, and with lawns protected by curved sea-walls of concrete and coquina on the lake front. Oleanders, hibiscus and passion flowers are in bloom. Mangoes, guavas, limes, lemons, oranges, figs, sapodillas, date palms, bananas, pineapples and early vegetables are common in all the gardens; some have strawberries ripe in January, and tomatoes in abundance in March. Rubber trees, royal poinciana, paradise, coffee, traveler's and numbers of curious trees ornament the gardens, and the gnarled, straggling arms of great live oaks, covered with knobs and bunches of two varieties of orchids and hanging moss, by weird contrast add to the beauties. Walks twenty feet wide and a half mile long, bordered with cocoanut palms, oleanders and azaleas, lead from the lake to the ocean with a steep and narrow beach, upon which with a magnificent surf the sea breaks, in color a clear, bright, ultramarine blue.

Palm Beach owes to a shipwreck the cocoanut trees which have given to it



IN THE GARDEN OF THE ...





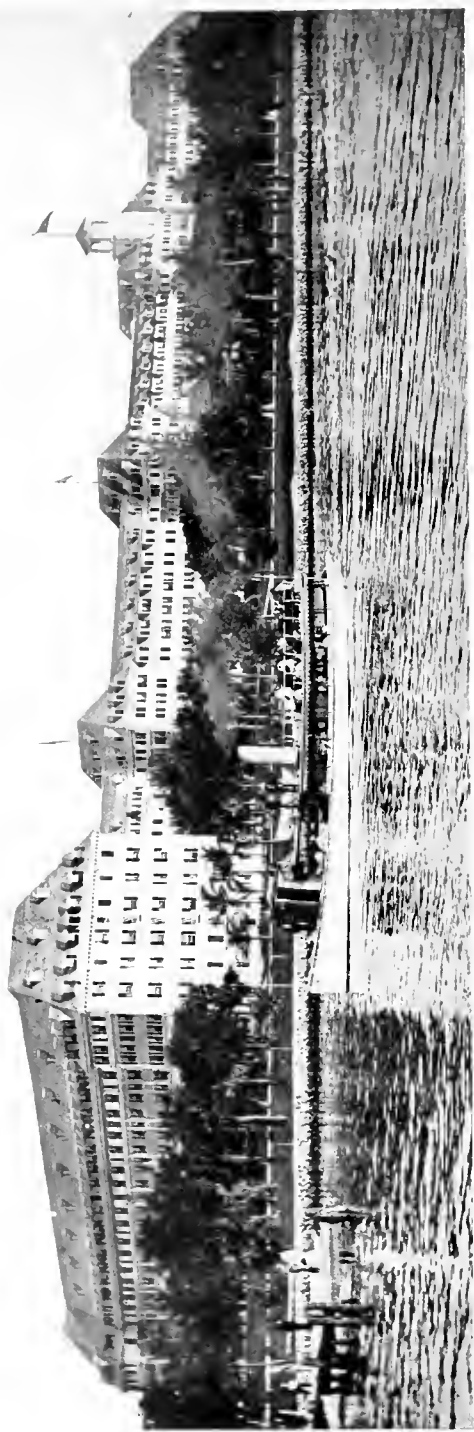
THE TEA GARDENS AT PALM BEACH.

Photo by Florula Photographs, Concord.

distinguishing beauty and name. Years ago the Spanish brig *Providencia*, cocoanut-laden, was cast away off this coast, and the cocoanuts were washed ashore to find growth in a congenial soil. There was quite as much romance in the coming of the date palm to Florida; from Syria the conquering Moors carried it to Spain; and from Spain the Spaniards brought it here. The sago, fan, royal and other palms have been introduced. The palms indigenous to Florida include the low saw or scrub palmetto, which covers vast areas of the State; and the cabbage palmetto, so called because of the cabbage-like growth, which is edible. There are other palms on the Keys.

On the western shore of the lake are large pineapple plantations, each year increasing in numbers and in production. Thirty miles to the west is Lake Okeechobee, with settlements of the Seminole Indians, of whom some notes are given on another page. Lake Worth and its vicinity, like all the southern East Coast country, has developed rapidly since the advent of the railway, which has converted it from a region secluded because difficult of access, and has put it in quick touch with the rest of the world.

THE HOTEL ROYAL POINCIANA takes its name from the beautiful royal poinciana tree (*Poinciana regia*), which abounds here, and which is famed for the blazing brilliance of its summer bloom. The hotel grounds are enriched with



THE ROYAL POINCIANA FROM LAKE WORTH.

The Royal Poinciana, here seen from Lake Worth, is the largest tourist hotel in the world. The length of the building, from the north entrance to the south entrance, is 934 feet. If the wings were stretched in one continuous line they would cover a distance equal to seven New York city blocks. The halls and corridors in the guests' portion of the hotel measure 10,600 feet, or a little more than two miles. The main dining hall covers two-thirds of an acre, and will seat over 1,600 people. The kitchen and pantries cover 17,136 square feet. The hotel contains 1,066 guest rooms and 460 private baths.

There is an army of more than 1,200 employees, and the pay roll exceeds \$1,500 per day. Twenty-five tons of coal are consumed each day. The daily cost of provisions aggregates \$2,500. Items of the daily consumption of meats are 95 turkeys, 135 legs of lamb, 100 dozen sweetbreads, 600 pounds of roast beef. A Royal Poinciana luncheon requires 120 capons; and to meet the call for quail or squab when listed on the menu, a thousand birds are required per meal. The hotel is lighted by more than 16,000 electric lights.



THE WALK BY THE LAKE.



MR. FOSTER'S INFORMATION OFFICE, PALM BEACH.



SOCIAL EXCHANGE OF HOTEL PALM BEACH.

rare plants and shrubs and trees, brought hither from every quarter of the globe. Among them are specimens of the traveler's tree, pandanus or screw palm, arecas, date, royal and fishtail palms, avocado or alligator pear, sapodillo, loquat or Japanese plum, grevillea and others. The afternoon teas in the grounds of the Royal Poinciana present many animated pictures. The famous palmetto avenue, from lake to ocean, leads from the Royal Poinciana to the Breakers, a companion hotel fronting the sea, the beach pavilion with its immense swimming pool, and the fishing pier. The broad beach affords excellent surf bathing the year around. The Gulf Stream here comes within a mile and a half of the coast, and south-bound vessels pass very close inshore to avoid the current. The lake front north and south of the Royal Poinciana grounds is lined with handsome winter homes. South of Whitehall are the Belford, Hood, Pendleton, Clarke, and Roberts residences. The five rusty relics of cannon on the water front came from a Spanish wreck about twelve miles south. The two Spanish cannon from Morro Castle were brought here by Mr. C. J. Clarke, of Pittsburgh. A mile north of the hotel grounds is the church of Bethesda-by-the-Sea.

Nearly all the sea fish are found in the lake, such as bluefish, spotted sea trout, cavalle, red-snapper, barracuda, pompano, sawfish, mullet and redfish, or channel bass. Tarpon are not found here, although they are caught north and south of



AN AVENUE OF ROYAL PALMS



A MIAMI OUTLOOK ON BAY BISCAYNE.

this point. The principal fishing is outside the inlet for kingfish, of which enormous catches are recorded. The kingfish is very game, and the fishing, with its surroundings, is a favorite amusement. There are numerous boats, with experienced men to handle them, and having thorough knowledge of the grounds.

South of Palm Beach the railroad runs through fruit and vegetable districts, where the pineapple and tomato fields appear interminable. At Fort Lauderdale we are on the edge of the Everglades.

Thirty-nine miles south of Palm Beach, on Biscayne Bay, is MIAMI, the magic city, as its citizens call it, not without reason. Its growth has been like that of a western mushroom town, but the development is of the most substantial and permanent character. Miami is thoroughly modern and up to date, with fine streets, well-stocked business establishments, handsome residences, costly public buildings, banks, churches, schools, mills and factories, a constantly enlarging variety of industries and important and growing trade interests.

The Miami River, which is the principal eastern drainage stream of the Everglades, at a point four miles from Fort Dallas, narrowing in its bed and rushing in tumbling, swirling, foaming rapids over coral rock, presents a genuine novelty in this land of smooth-flowing waters. Arch Creek, another outlet of the Everglades, takes its name from an arch of coral. Boating, sailing and fishing are favorite amusements at Miami, and there is maintained a large fleet of launches and dories for the winter season. Sailing and fishing excursions are made to



CALIFORNIA PALMS.



IN MIAMI.

Photo by Florida Photographic Concern.

Soldier Key, fifteen miles, south of Cape Florida; Norris Cut, Fowey Rock, twelve miles; Arch Creek, five hours; the House of Refuge, seven miles; Cape Florida Light, up the Miami River, and to other points. Interesting sight-seeing auto tours are made to the extensive grape fruit groves and truck farming districts surrounding the city. Dade county has more than 300 miles of rock roads. Excursions may also be made to inspect the great work now in progress of draining the Everglades. This is a State enterprise, some \$2,500,000 having been appropriated for the purpose. The completion of the project will add 4,000,000 acres of land for truck farming and citrus fruit growing



A BIT OF PINEAPPLE FIELD

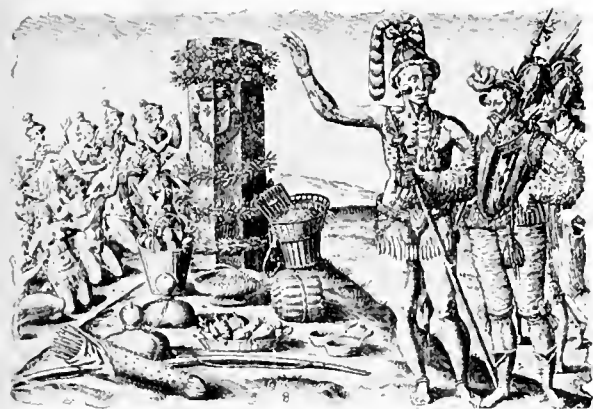
BAY BISCAYNE is a lagoon sheltered from the Atlantic by numerous keys and coral islands; it is forty miles in length and from five to ten miles wide, with a prevailing depth of from six to ten feet; the shores are lined with palms and mangroves, and a profusion and variety of tropical growth; the blue water is of remarkable clearness. These elements unite to make the bay one of the most beautiful cruising grounds in the world; and many yachts have their winter rendezvous here. On the west shore, at Cocoanut Grove, embowered amid cocoanuts and royal palms, is the club house of the Bay Biscayne Yacht Club, whose pennant bears the legend, "25 Degrees North Lat. B. B. Y. C." The water of the bay is of such crystal clearness that it reveals, even to great depths, the wealth of vegetable and animal life everywhere present. This submarine life is a never-failing attraction; there are portions of Bay Biscayne, notably the Turtle Harbor, which rival the far-famed sea gardens of Nassau.

PINEAPPLE growing was a Florida industry in the forties; but only within recent years has it assumed commercial importance. The pineapple is a species of air-plant, and belongs to the same family as the tillandsia or "Spanish moss." The mature plant is 2½ feet in height, with a spread of 2 feet across; the fruit is borne on a stalk in the center. Each plant produces one pine in a season. Pineapples are grown from suckers, slips or the crowns of the pines; they are set out in midsummer.

THE SEMINOLE INDIANS are seen at various points on the East Coast from Fort Pierce south to Biscayne Bay. They are the survivors in Florida of a tribe which once engaged the anxious attention of the entire country. In 1835 disputes over the boundaries of the Indian reservation and quarrels over fugitive slaves, which the Seminoles were accused of harboring, led to the Seminole War—the most costly and disastrous of the minor wars of the United States. At the end of seven years, in 1842, the Indians were subdued, captured and transported to the reservation assigned them, where the remnant yet remain in the Indian Territory. A portion of the tribe evaded deportation and betook themselves to this Southern country. They hid in the wilderness Everglades and still remain in tacit rebellion, and regard the white man with suspicious enmity. While one nation, they are divided into three tribes—the Big Cypress, Cow Creek and Miamis. The Big Cypress Indians live in the vicinity of Fort Myers, between Caloosahatchee River and the Gulf of Mexico; the Miamis live back of Miami, on Biscayne Bay; and the Cow Creeks are situated back of Fort Pierce and the St. Lucie River, which empties into the Indian River. They have no reservation, no land has ever been assigned them by the Government. Their dwellings are palmetto huts and framed houses; they have horses, dogs, pigs and cattle; and raise corn, sweet potatoes and other vegetables. Flour or starch made from the coontie or wild cassava has always been a staple article of food. The Florida Indians have cultivated the soil from primitive days; note the corn and other vegetables in the



DR. JIMMIE TUSTANOGEE WITH HIS TWO WIVES AND THE CHILDREN.



ANCIENT FLORIDA INDIAN COSTUME.

From a drawing by Le Moyne in 1563.

drawings of Le Moyne, who came to Florida with the French expedition of 1563.

The dress of the men consists of a turban of folded shawls or handkerchiefs and decorated with a plume, a calico shirt, usually of many colors, with a kerchief or cravat about the neck; and, on occasion, leggins and moccasins of tanned deer-skin. The scalp-lock is carefully protected. The Florida Indian's fashion in head gear has not changed in

general character in centuries. Compare the turban of the Seminole of to-day with Osceola's in 1838 (page 25), and again with that of the chief Satourioua in 1563. The women wear their hair cut short in front and coiled behind. Their dress is a long skirt with short waist or jacket. The jacket is decorated with silver or gold coins pounded thin and cut into various shapes. About the neck of the new-born girl is placed a necklace of beads; others are added as she grows older, until the mature woman is fairly burdened beneath the weight of her necklaces; and then with the coming of old age they are gradually discarded. The women are skillful with the needle; some have sewing machines.

The Indian canoe is a dugout of cypress; it is propelled by sail or push-pole. In these craft the hunters go to sea to harpoon manatee. The Seminole depends largely upon the chase; he is equipped with the latest models of Winchester arms and is an expert shot. These Indians shoot from hip or elbow without sighting. There were brought in to Fort Lauderdale in a recent year, by the Seminoles, for barter, 5,000 alligator skins; the number killed by the Indians in the State that year probably exceeded 7,000.

Once a year, in the last of June or the first of July, the people gather from far and near for the Green Corn Dance, an anniversary which has been observed from time immemorial. It is a time of coming to judgment, and the infliction of punishments, of feasting and making merry. At this time also the marriages take place. The custom followed is one of those survivals common among savage races of the old days when wives were taken by capture; the girl runs over a certain marked out course, and the man pursues; if he overtakes her—and whether he does or not depends altogether upon whether she wishes him to—they live happy ever after.

THE INDIAN RIVER TOUR.

THE map of Florida shows a succession of rivers and lagoons running parallel with the sea and extending from a point north of St. Augustine southward 300 miles and more to Miami. By the completion of the East Coast Canal, which consumed more than a quarter of a century in the building and cost nearly \$2,000,000, all of these natural waterways, from the St. Johns River to Bay Biscayne, have been connected by navigable channels, and opened to commerce. In particular are these sheltered courses favorable for pleasure travel; and they contribute in a very substantial and generous way to the enjoyment of the winter sojourner here. The construction of the canal has added immeasurably to the resources of Florida as the accepted winter playground of the United States. The Indian River, as the region is comprehensively termed, has the attraction of diversified scenery novel to Northern eyes, affords excellent fishing and shooting, and offers inexhaustible opportunities for boating, cruising, camping and idling. The waters are opened to the tourist, from Jacksonville to Miami by steamboat, specially constructed for the service, and running on a schedule so arranged as to afford the fullest enjoyment of the unique excursion.

From Matanzas Bay, as the boat heads south, one has a pleasing view of St. Augustine with its graceful towers and pinnacles; and the vivid greens of the opposite shore combine with the glistening snow-white sand dunes of the North Beach to make a picture typical of the marine view for hundreds of miles to the south. Following the reaches of the Matanzas, separated from the Atlantic by Anastasia Island, we come to Matanzas Inlet, where stands sentinel the ruin of the old Spanish fort, keeping watch and ward over this southern sea approach to St. Augustine. Beyond the inlet is the little hamlet of Summer Haven, a bathing and fishing resort. From here the course is through a district of old time plantation sites, with alternating dense forest growth and wide expanding

marsh, into the Halifax River. We soon come to Ormond, Daytona and Seabreeze—a section of fine homes and tourist hotels.

Beyond Daytona the course is through a multitude of little islands, past Ponce Park, close by the Mosquito Inlet Light, to New Smyrna where the ruins of substantial coquina building attest the enterprise of the Turnbull Minorcan régime. From New Smyrna the boat follows a tortuous course through the islands of the Hillsboro, past Turtle Mound, one of those mysterious monuments of prehistoric times, into the wide expanse of Mosquito Lagoon, the resort of vast multitudes of wildfowl.

From the lagoon the boat enters the Haulover canal, a section retaining the former name of this stretch of land, across which, before the canal was dug, small boats were hauled by team from the Mosquito into the headwaters of the Indian River. At Titusville, a thriving town, center of important fishing industries, the Indian River expands into a wide sound. Indianola and Merritt's are passed on the left, and there is seen the long extent of abrupt coquina ledge which gives name to Rockledge. Here are miles and miles of orange groves. Opposite Rockledge is Merritt's Island, high cultivated, and famous for its citrus fruit. There is abundant to attract attention all the way, and interest never flags. Beyond Eau Gallie the shores draw together until the boat enters Indian River Narrows. In the distance may be seen Pelican Island, a bird refuge under the protection of the National Government, where many hundreds of these great wildfowl congregate for the night. Fort Pierce and St. Lucie are well known resorts for sport-men and anglers; it was at St. Lucie that Senator Quay made his great tarpole records. Threading the devious channels of Jupiter Narrows the boat emerges into Hole-in-the-Sound, a sheet of water which has a reputation in yachting circles, and is much favored by fishermen and shooters; and then, passing Jupiter Light, makes its way through Jupiter Cut into Lake Worth, and to Palm Beach.

ATLANTIC BEACH.



A GLIMPSE OF THE THIRTY-MILE BATHING BEACH FROM HOTEL PORCH II.

ATLANTIC BEACH is situated some seventeen miles from Jacksonville, on the Atlantic Ocean, and is connected with Jacksonville by a brick-paved boulevard, seventeen miles of one of the very best automobile roadways in America; and also by the Florida East Coast Railway, which will operate electric trains in addition to the regular train service.

The property known as the Atlantic Beach Estates commences at the mouth of the St. Johns River, and extends southerly on the Atlantic Ocean some five miles. The beach front is considered one of the finest in the world, being one unbroken expanse of sand, packed smooth and hard as a floor of marble, without a sink-hole or danger spot, six hundred feet or more wide at low tide, and for the entire length the automobile may rush along at its highest speed, with hardly a jar.

Above the beach is a high bluff, which resists the encroachments of the flood tides, and stands firm and solid, and almost on its very edge, many homes already built, command a view of the ocean, inspiring and charming. Second only to the ocean front is the beautiful stretch of land fronting on the St. Johns River. This is protected by great jetties built by the Government

Yachts, motor boats and sailing craft throng the peaceful waters of the St. Johns River,

which offer the lover of the rod and reel a range of fishing so wide that it is impossible to enumerate the number of varieties that may be taken.

The entire holdings of the Atlantic Beach Corporation consist of over 4,000 acres of land, and extend back from the beach some two miles. Nearly every acre of this land is high and dry, and level, and differs from one's conception of ocean front property, as here almost to the water's edge the land is covered with a dense growth of mighty oaks and graceful palms, with magnolias, wild hickories and a score of tropical and semi-tropical trees. The soil on this property is several inches in depth, where flowers, trees, shrubs and grass will grow luxuriantly. It is among these surroundings and associations that modern enterprise has chosen to place a modern city. No more charming spot could have been found in the beautiful land of Florida.

A dozen or more years ago, the Florida East Coast Railway Company, headed by that master builder, Henry M. Flagler, extended its lines to this point, now called Atlantic Beach. Some two and one-half miles from Pablo, Mr. Flagler built the Continental (now known as the Atlantic Beach Hotel), the last of his chain of palatial hotels which have made the East Coast of Florida famous as a winter



ATLANTIC BEACH COTTAGES.

resort. Owning also thousands of acres north and south from the hotel site, it was his intention to build here a great resort city, but the subsequent extension of the road across the sea to Key West occupied his energies and attention, and the development here was permitted to lie dormant.

The property now known as Atlantic Beach, consisting of over 4,000 acres of land, the Atlantic Beach Hotel, was bought by the Atlantic Beach Corporation, of which Mr. J. C. Turner, of New York is the president and principal owner.

Nearly a thousand acres, north of the road to the beach, have been platted, streets have been laid out and cut through, building sites cleared and scores of beautiful bungalows and houses have been built and occupied.

A municipal electric lighting plant has been built and wires strung along the streets and boulevards and into the houses. An artesian well is flowing thousands of gallons an hour, sufficient for a population of ten thousand.

The latest additions are an 18-hole golf course, occupying about 120 acres and situated within five minutes' walk of the hotel and a 9-hole course of 9 holes in the grounds of the hotel itself. The Atlantic Beach Country Club welcomes visitors to these courses, the charges for playing being in the usual scale. The course is in charge of the

well known golfer, James M. Barnes, and is described by all those who have played over it as being the best course in Florida open for the entire year.

The excellent roads from Atlantic Beach extend northward to Mayport, a celebrated fishing resort at the mouth of the St. Johns River, while to the south there are equally good roads leading to St. Augustine, Daytona and down the East Coast to Miami as well as to Sanford, Orlando, Tampa and other interior points.

Atlantic Beach is owned and being developed by men of energy and experience, who are backed by abundant capital. They have controlled the building of Atlantic Beach from the beginning, and no feature will be allowed that can mar its desirability as a home place for men and women of refinement. Building restrictions and limitations will control the class of buyers and home-builders.

Many beautiful bungalows and residences are now ready for occupancy—desirable lots on which the purchasers may build houses of their own designing are being offered for sale. There is no more attractive place in the South for homes, summer, winter, the year around.

The Atlantic Beach Corporation is a strong company, with a capital stock of \$1,000,000, and is amply prepared to carry out the entire plan of development to a successful conclusion.

OTHER FLORIDA RESORTS.

The St. John's River. The tourist will readily be satisfied with the glimpses of this noble stream obtained from the car window as the train crosses it at Jacksonville or Palatka, but will plan an excursion by steamer, in which way alone the picturesque features of the river may be seen. The lower portions of the St. John's are a succession of magnificent reaches, or inland seas, the shores lined with forests of live oak, sweet gum, pine, magnolia and palmettos. In its upper (southern) portion, the vegetation becomes more tropical; the river now narrows to a tortuous passage and again opens into beautiful lakes, and the traveler is charmed with the novel scenery and the changing panorama.

Magnolia Springs is situated on the west bank of the St. John's River, twenty-eight miles north of Jacksonville. The St. John's River at this point broadens out into a sheet of water three miles wide, having much the appearance of a lake, which, together with the numerous creeks, furnishes abundant opportunity for boating. The Magnolia tennis courts have been the scene of some of the most successful tournaments held in the South; and the golf links, of the holes, rank as among the most attractive in Florida. Shooting and fishing are excellent in the immediate vicinity. Magnolia Springs takes its name from a magnificent spring. These pose waters, besides being remarkable for their purity and excellence as table waters, have well-attested therapeutic qualities, especially in rheumatic affections.

Green Cove Springs, thirty miles south of Jacksonville, on the St. John's River, is the oldest watering place in the State. In the early days of orange growing it was the center of the fruit trade, and before the time of railroads in Florida, the town was reached from New York city by steamer to Savannah and from thence direct to Green Cove Springs. The St. John's River is five miles wide at this point. While there is much that makes this old town attractive in the way of fertile trees, well-drained lands and long season

climate, its chief attraction is its Warm White Sulphur Spring, with a flow of 3,000 gallons per minute.

Leesburg is an interior town, situated in the pine country, with dry, clear air and freedom from dampness and fogs. The woods afford excellent shooting for wild turkeys, quail and doves, and there is excellent fishing. Leesburg is on the Atlantic Coast Line and the Seaboard Air Line.

Orlando, the county seat of Orange County, is situated in the central portion of the Florida peninsula, 147 miles south of Jacksonville and 60 miles north of Tampa. The region is dotted all over with pretty lakes, thirteen of them being within the corporate limits of Orlando. Fish are plentiful in all of them.

Ocala is situated on the central ridge of the peninsula, and is midway between Jacksonville and Tampa, on the Atlantic Coast Line and the Seaboard Air Line railways. The town is an important commercial center, and is equipped with all the conveniences of an up-to-date city. Clay roads offer delightful drives.

Crescent City, on Crescent Lake, is in the heart of the orange grove country.

Sanford, on picturesque Lake Monroe, is famous for its black bass fishing, and affords good hunting in the vicinity. It is the ter-



QUI-SI-SANA SPA.

minus of Clyde's St. Johns River line of steamers; and may be reached also by both the Florida East Coast and the Seaboard Air Line.

Melbourne, on the Indian River, 104 miles south of Jacksonville, affords excellent fishing and hunting.

Port Sewall, the new town at Seawall's Point, opposite St. Lucia Inlet, has many attractions for tourist and home-seeker. The fishing is superb.

DeLand has an ideal site in the high, rolling pine country on an elevation some fifty feet above the St. Johns River, which lies five miles to the west. Twenty-five miles to the east is the Atlantic ocean, and the city is about 150 miles from the northern border of the State. Its high location, remote from large bodies of standing water, makes it unusually free from insect pests and malarial conditions, and gives it the benefit of the ocean breezes which sweep across the peninsula of Florida during the entire year, making the summers remarkably comfortable.

St. Lucie, on the Indian River, was famous as the fishing headquarters of President Cleveland. It affords the best of fishing and shooting.

Titusville, on the Indian River, 154 miles south of Jacksonville, has excellent shooting and fishing, and is a fitting-out port for river excursions and cruises.

Hobe Sound is rapidly becoming one of Florida's most beautiful resorts. There is in progress here an elaborate scheme of development by the Indian River Association, Limited.

Florida City is a rapidly growing town, in the vegetable district below Miami, which has the distinction of being furthest south on the mainland.

Key West is the new terminus of the Florida East Coast Railroad. The island (Spanish *Cayo Hueso*—Bone Key) is a low coral formation lying sixty miles south of Cape Sable, and the town is the southernmost city in the United States. Havana is only ninety miles south.

Gainesville is one of Florida's oldest inland cities; it is an important commercial point, and has many attractions for the tourist. There is good upland shooting.

Florence Villa is in the heart of the Polk county lake region, 200 miles south of Jacksonville on the A. C. L. It is on a plateau 200 feet above sea level, the highest body of land in Florida. The numerous lakes abound with fish; quail, wild turkey and deer are plentiful; and

the region is one of good roads. The Villa is the midst of extensive orange groves. There are many beautiful winter homes.

Fruitland Park, in the high lake region of Lake county, is in a district of good roads. There is excellent fishing, and game is abundant.

Winter Park.—The seat of Rollins College, ten miles north of Orlando, is a most delightful resort, in the midst of orange groves.

Bradentown is about fifty miles south of Tampa, on the Manatee River. The site of Bradentown, on a high bluff overlooking the river, has been the secret of its remarkable healthfulness, and whether the breeze comes from the eastward across miles of unbroken pine forest, or brings from the westward the briny atmosphere from the Gulf, it carries vigor and strength, its temperature seldom being below 50° or above 80°.

Oakland is in the central part of Florida, the great Lake Apopka, the second largest in the State, and is noted for its excellent fishing. Lake Apopka is headwater for a chain of lakes extending many miles.

Lakeland, with an elevation of 265 feet, enjoys the distinction of being the highest point in Florida, and is located in the very midst of the most attractive section of Polk county, the famous lake region.

Orange Park is an attractive small town on the St. John's River, 14 miles from Jacksonville by brick-paved auto road, Atlantic Coast Line or steamer. One may enjoy tennis, croquet and an excellent swimming pool.

Boca Grande, on Gasparilla Island, in the Gulf of Mexico, affords some of the finest fishing in North American waters, with a variety of outdoor sports which make it a favorite resort.

Naples is located on the Gulf, 300 miles south of Jacksonville, 120 miles south of Tampa and 30 miles south of Ft. Myers, the furthest south of the Gulf Coast resorts, with the finest beach, free from undertow.

Sanibel, on the West Coast, has good bathing, splendid fishing, and a sea beach which yields many beautiful shells.

Tarpon Springs, "The Venice of the South," is close to the Gulf of Mexico, upon a navigable, beautiful salt-water river and bay, surrounded by tropical trees.

Mt. Dora, on beautiful Lake Dora, is one of the most charming of Florida inland resorts.

Orange City, on the East Coast Railway, with a high, dry and healthful situation, and excellent water supply, hard-surfaced streets, abundant shade trees, good schools and tasteful dwellings, is a growing town which is attracting many winter home-makers.

Pass-a-Grille on the Gulf coast is famed for its fishing and bathing. It is a favorite resort for excursions from St. Petersburg, from which city it is reached by trolley.

Tampa, the metropolis of South Florida, is situated at the head of navigation on the largest bay to be found on the entire coast of the Gulf of Mexico. Tampa has a climatic favor peculiarly its own. The Gulf of Mexico lies to the south of it; to the west Old Tampa Bay, to the east Hillsborough Bay, while the city is divided by the Hillsborough River. The summer heat is cooled by the Gulf Stream breezes, while the wintry blasts from the north are dissipated by the same element. Winter or summer, life in Tampa is a delight. Fogs are a rarity, and the air is likened by world-wide travelers unto that of Italy.

St. Petersburg is called "The Sunshine City," because a day when the sun does not shine here is rare indeed. The St. Petersburg (daily) Independent, which for more than three years has

made—and fulfilled—the unique offer to give away its entire edition on every such day, shows by its records that the paper has been given free on an average of less than one day in two months during that time.

By no means are all the visitors here invalids or worn-out people. Numbers come purely for pleasure and the attractions of boating, bathing and fishing unexcelled. St. Petersburg has the advantage of the still water of the bay just at its front door, for those who prefer this kind of bathing, and the finest of surf bathing on the Gulf shore of Pass-a-Grille, a picturesque island resort an hour distant by trolley and boat line.

The Okeechobee Tour is made by the Forbes Plover Line from Fort Lauderdale to Fort Myers. Tickets may be had at Mr. Foster's offices.

No matter which way one goes, the trip is filled with interesting sights and pleasing entertainment. The canals, cut to drain the Everglades, make this trip possible. The Caloosahatchee River, winding and narrow, has been navigated for many years, but until now it has never been a part of a through route.

Game of many varieties and birds of beautiful plumage are among the attractions, and there is constant change of scenery.

THE RAILROAD TO KEY WEST.

The Florida East Coast Railroad Extension to Key West was opened on Jan. 23, 1912. The occasion marked the completion of one of the most notable railroad enterprises in the world, and one of the most remarkable of engineering achievements.

The distance from Miami to Key West is 154 miles. The work from Homestead south is made up in round numbers of sixty miles rock embankment through the waters separating the mainland from Key Largo and through the waters separating the different keys.

There are four concrete viaducts thirty-one feet above the water—one from Long Key to South Key, 10,500 feet; a viaduct across Knight's Key channel, 7,300 feet; a viaduct across Moser Key channel, 7,800 feet, and a viaduct across Bahia Honda Key channel, 4,950 feet, making a total of concrete viaduct 30,550 feet, equivalent to 5.78 miles.

These viaducts are constructed of reinforced

concrete, 50-foot spans resting on piers set into solid rock and strengthened with piles. The base of the pier at rock surface is 28 feet, and at the springing line of arch 20 feet 7 inches. From the water to the crown of the arch is 25 feet. To that is added the thickness of the arch at the crown, ballast, ties, etc., making the track 31 feet above the level of the water.

Of the water openings there are seven, 25 feet each. These are in the solid embankment, and are only intended for rowboats and small craft.

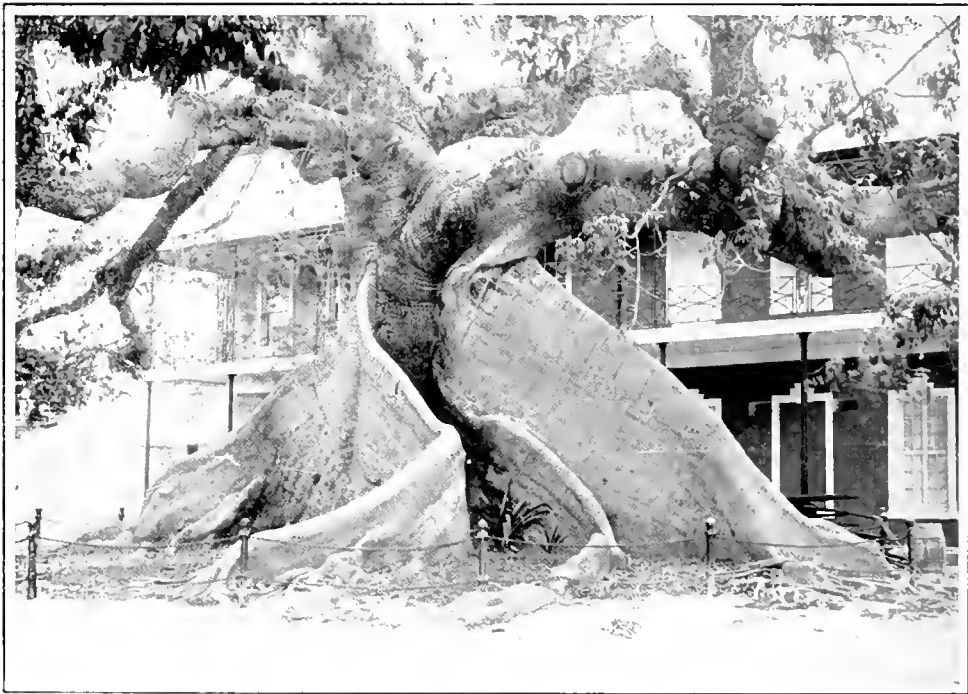
Of drawbridges there are three, with openings aggregating 410 feet. The remaining distance, about 65 miles, is made up of the islands or keys over which the road passes.

Terminal facilities at Key West comprise a dry dock and ten covered piers, each 800 feet in length and 100 feet in width, with basin 200 feet between piers. The ten piers furnish berths for forty ships 400 feet in length with a depth of water ranging from 20 to 30 feet.

PICTURESQUE NASSAU.

THE passage across the Gulf Stream to the "Isle of June" is in effect but a slight extension of the Florida tour. From Miami to Nassau the distance is only 145 miles—a short excursion, which may hardly be said to involve going to sea.

For the tourist Nassau has many attractions; its climate is peculiarly grateful to the fugitive from the rigors and sudden changes of the Northern winter and spring. Basking in floods of perpetual sunshine and swept by soft ocean breezes, the Bahamas enjoy a temperature which is remarkably equable; from October to June the mercury ranges from 65 to 80 degrees; official records show for January 70 degrees, February 71 degrees, March 72 degrees, and April 75 degrees. This is a summer land, though the calendar marks the winter season; and the whole aspect of the island is of summer and summer life. The houses are built with generous piazzas and lattice verandas, and are embowered amid roses, jasmines and oleanders. Orange, lemon and lime are everywhere.



CEIBA OR SILK COTTON TREE.

Slender palms uplift their plumes against the sky. Here we are in the tropics, but the tropics tempered by the gratefully invigorating influences of the sea.

The feature of Nassau which is most pleasing is the wonderfully brilliant coloring of the sea, in shades of green and pink, purple and blue, in all the rich tones and combinations and changing effects of the sky and clouds at sunset. The coloring is due in part to the character of the bottom; a sand bottom gives the light color, and stretches of vegetable growth cause the dark shading. The sheltered harbor, the shining beaches of outlying keys, with the vivid green of their verdure, and the deepening tones of the sea, blending in the distance with the sky, so that one may determine where the sea ends and the sky begins—all this, as the sun lowers in the west, affords an entrancing scene, to look upon which is the rarest pleasure in Nassau and the best remembered picture of a holiday in the Bahamas.

The Queen's Staircase is a series of steps cut in the side of an old stone quarry and leading up from the street below to the height on which stands Fort Fincastle. The fort, built in 1789, is now a ruin. Its resemblance to a vessel has given it the name of Ship Fort, and the likeness is enhanced by the flags on the staff which signal the sighting of ships at sea. Fort Charlotte, a massive fortification hewn out of the solid rock, on the hill west of the town, also serves as a signal station to report to the town the movements of shipping. The fort, completed in 1788, was named after Queen Charlotte. An obelisk on the hill near the fort is a mark for pilots entering the harbor. On the esplanade at the foot of the hill a modest monument commemorates the heroism of five men who in 1861 lost their lives "whilst gallantly volunteering their services in the effort to save two men belonging to the pilot boat which had been upset by a heavy sea." A third fortification is Fort Montague, on the shore at the eastern entrance to the harbor; like the others, it is in ruin; and the old cannon have no story to tell of valiant defense against a Spanish foe.

Among the novel forms of vegetation which interest the visitor the most remarkable is the ancient ceiba or silk cotton tree near the public buildings, whose immense buttresses are shown in our illustration. Close by is a grove of the royal poinciana. Another tree to attract notice is the whistling bean, named from the sound produced by the wind blowing upon its seed pods; it is also called "old woman's tongue" because it is never quiet. The small boys importune the stranger to buy the "sand box bean," a seed pod which takes its name from the old ink sanding box, which it resembles.

Cuba.

** The "Standard Guide to Cuba" and the "Standard Guide to Havana," the new handbooks for tourists, published by Messrs. Foster & Reynolds, are very complete in scope, beautiful in illustration and practical in their usefulness to travelers. See advertisement on another page.

CUBA is truly tropical. The lush vegetation is that of the torrid zone. The encircling seas give the island a climate which, in winter and spring, is delicious. As surely as the sunrise, comes the sea breeze to temper the heat. The atmosphere is marvelously clear and transparent. The beauty of the scenery is a revelation—the tinted seas, the mountain ranges, lovely valleys and highly cultivated plains in a succession of panoramas which surprise and delight. The attractions are endless. The island is healthful; there is no yellow fever, nor any more danger of it than in the Southern States. Travel is safe and convenient. The railroads have modern equipment and are well managed. The steamships are clean and commodious and set good tables, and the trip on either coast from one land-locked harbor to another is an enjoyable experience. After Havana and Matanzas, the most interesting place to visit is Camagüey.



MATANZAS.



PATIO OF HOTEL CAMAGÜEY

Havana is considered one of the most picturesque cities of the Western Hemisphere, and is extremely quaint in many of its aspects, and therefore interesting. Its architecture and streets are of a distant past, while its bustle and commercial activity remind one of the modern metropolis. There are enough sights in and around the city to keep the tourist busy as long as he elects to remain.

One of the most interesting of trips is that to Matanzas, located on the United Railways of Havana, some fifty-five miles from Havana. At a half hour's drive from the city, Cuba's most famous natural attractions may be seen—the Yumuri Valley and Bellamar Caves.

The Cuba Railroad, which runs from Santa Clara to Santiago, a distance of 374 miles, is of the American standard and equipment, and affords for the tourist not only many scenic attractions, but the best means of learning the great agricultural and commercial resources of the island, which are awaiting development.

THE ISLE OF PINES lies in the Caribbean Sea, thirty-five miles southeast of the nearest point of land in Cuba. Politically it is a part of the Province of Havana. Its area is 615 square miles. The topography is diversified; much of the island is a plateau 50 to 100 feet above sea level, and having a number of mountain peaks. The range of Cerro de los Cristales, or Crystal Hills, on the north, reaches an altitude of 2,000 feet.

The island is reached from Havana by the United Railway, from Villanueva Station, to Batabanó, there connecting with steamer for Nueva Gerona (60 miles) and other ports.

There are in the island nearly 5,000 registered American property owners and more than 2,000 actual American residents in a population of less than 5,000. In spirit, enterprise and character the island is American. The leading industries are fruit-growing and truck farming, and the winter homes are multiplying.



AN ISLE OF PINES PINEAPPLE FIELD

ON THE WAY HOME.

Savannah, with its twenty-four parks and its broad streets shaded with magnificent oaks, its many handsome residences, and the flower gardens which bloom the year around, is one of the most attractive cities in the South. Forsyth Park, the Pulaski Monument, and the Jasper Monument should have attention, while the busy scenes of Bay street and the river front offer an excellent opportunity to study the vast commercial interests of which Savannah is the center. Bonaventure Cemetery is renowned for its ancient live oaks, trees as majestic and impressive as any to be found on the Atlantic Coast.

Atlanta is one of the most energetic and aggressive cities of the South, and has historic interest. Fort McPherson is here.

Augusta, Ga., with an elevated situation in the pine ridge section, has long been noted as a enjoyable resort in winter and spring. The average winter temperature for December to March is 54° F. at 8 o'clock A. M.

Charleston is full of objects of interest. Here in the harbor is Fort Sumter, with dismantled walls, but flying the Stars and Stripes above it.

Florence is a pretty town lying in the midst of the "Upper Pine Belt" of South Carolina. Its climate is about that of Camden and Aiken and much resembles that of Pinehurst and Southern Pines. The excellent sand-clay roads offer many pretty drives and strolls which make a day or a week spent in this charming little Southern town a genuine pleasure and afford an agreeable break in the journey to and from the far South.

Summerville, S. C., twenty-two miles from Charleston, on the Southern Railway, is in a pine woods region, where the pure, fresh, dry air is of special advantage to health seekers, and the pleasure tourist will find in the delightful climate and the many things to engage attention and pique interest abundant cause for prolonging his visit.

French Lick affords many sources of interest and amusement for the vacation period. Its splendid eighteen-hole golf course, with

playing distance of six thousand yards (indoor golf in inclement weather), tennis courts, bowling, billiards, lakes over the picturesque hills to historical caves, horseback riding and driving through the country with its pure mountain air. There are many miles of firm macadam road, but much of the more beautiful scenery is found on the less frequented by ways and woods roads.

The Natural Bridge of Virginia is one of the great wonders of nature which have lasting interest. A visit to the place may now be made with convenience and comfort. One will find agreeable entertainment there.

Birmingham, the Pittsburgh of the South, and because of the high character of its home section known as the City Beautiful, has many attractions for the tourist. The automobiling conditions are superb. The 18-hole golf course of the Roebuck Golf and Automobile Club is an ideal all-the-year-round course.

The Land of the Sky is that portion of Western North Carolina lying between the Blue Ridge Mountains and the Iron, Smoky and Unaka ranges of Eastern Tennessee. It is a superb elevated plateau. Asheville, that Mecca of health-seekers, the spot best known among the resorts of this splendid region, stands higher above the sea level (2,388 feet) than any other city in America east of the Rockies. The visitor will find Asheville a progressive, modern city.

Chattanooga may well have a place in one's itinerary. Historical associations cluster thick about it. Lookout Mountain, Missionary Ridge, Chickamauga. The National Park, to which State after State has contributed its memorials of those who served in the Civil War, has made Chattanooga a point of pious pilgrimage for many thousands. The views from the bluff of Lookout Mountain is one of the most imposing, as it is one of the most beautiful, mountain prospects to be found in America.

Richmond, the venerable capital of the James, has many attractions in its beautiful site and picturesque surroundings, and its historic associations. The Capitol building, which

dates from the eighteenth century, contains with other treasured heirlooms of the past Houdon's Statue of Washington, a copy of which is in the National Statuary Hall at Washington. Capitol Square has for chief adornment Crawford's noble work, the Washington Monument, and here, too, are statues of Clay and Stonewall Jackson, and elsewhere the Lee Monument.

Old Point Comfort holds an unique place. Situation, climate, scenery and surroundings conspire to make it the most popular of all-the-year-around seaside resorts. The locality is one rendered ever famous by the momentous events which took place here in the sea

conflicts of the Civil War. From the hotel piazzas one looks out over the broad water where, in their terrific duel, the Monitor and the Merrimac changed the modes of naval warfare. Old Point is the seat of Fort Monroe, the largest fortification on the continent and Hampton Roads is a rendezvous of the White Squadron. Proximity to Washington and ease of access from New York make the favorite resort of many distinguished people, and its social features most brilliant.

Pass Christian, Gulfport and Biloxi are well known and popular resorts on the Mississippi Gulf Coast. They have a distinctive charm of sunny, placid winter days.



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Massachusetts' historic South Shore, Plymouth, quaint Cape Cod, Martha's Vineyard and Nantucket; Newport, Narragansett Pier, Watch Hill and Block Island, in Rhode Island; and the splendid Connecticut coast, offer warm sea-bathing and all other seashore sports.

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THE most delightful mountain region in this country to spend your summer vacation is

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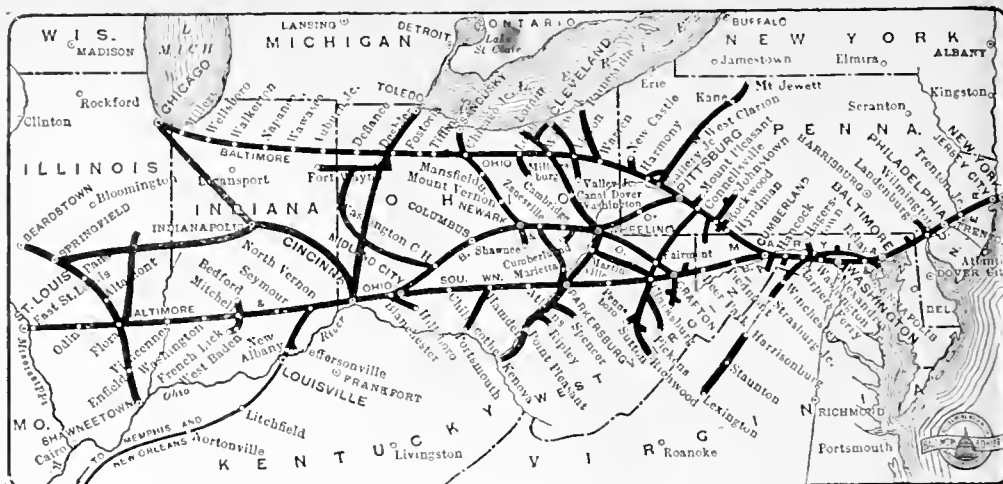
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An *all steel* Pullman, electric lighted train between New York, Jacksonville, Palm Beach and Miami. The equipment comprises Observation Car, Club Smoking Car, Compartment, Drawingroom and Section Sleepers and Dining Car.

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Southbound READ DOWN	Effective Jan. 3d to about April 3d, 1916	Northbound READ UP
2.16 P. M.	Lv. New York....Ar.	4.25 P. M.
4.41 ..	.. W. Philadelphia ..	2.08 ..
7.02 ..	.. Baltimore.....	11.48 A. M.
8.25 ..	.. Washington....	10.36 ..
11.30 ..	.. Richmond.....	7.23 ..
8.50 A. M.	Ar. Columbia....Lv.	9.25 P. M.
11.30 ..	.. Savannah.....	4.30 ..
3.15 P. M.	.. Jacksonville....	12.45 ..
4.30 ..	.. St. Augustine....	11.30 A. M.
7.30 ..	.. Hotel Ormond....	8.55 ..
7.51 ..	.. Daytona.....	8.33 ..
8.20 ..	.. New Smyrna....	8.00 ..
9.24 ..	.. Titusville.....	6.51 ..
10.04 ..	.. Rockledge.....	6.11 ..
12.20 A. M.	.. Fort Pierce....	3.50 ..
2.20 ..	.. W. Palm Beach ..	1.45 ..
4.40 ..	Ar. Miami.....Lv.	11.30 P. M.

NOTE—Palm Beach and Miami—Southbound passengers may remain in sleeper until 7.30 A. M. Northbound, sleepers open 10 P. M.

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Train de Luxe no coaches, between New York and Florida East Coast Resorts, 29th consecutive season, January 3 to April 1916.

SOUTHBOUND.

Lv. New York	2.12 P.M.
Ar. Jacksonville	3.10 P.M.
Ar. Miami	4.40 A.M.

NORTHBOUND.

Lv. Miami	11.30 P.M.
Lv. Jacksonville	12.45 P.M.
Ar. New York	4.20 P.M.

"Palmetto Limited"

Between New York and all East and West Coast Florida Resorts.

SOUTHBOUND.

Lv. New York	3.34 P.M.
Ar. Jacksonville	7.15 P.M.
Ar. Miami	11.00 A.M.
Lv. Jacksonville	9.30 P.M.
Ar. Tampa	6.45 A.M.
Ar. Fort Myers	12.05 P.M.
Ar. St. Petersburg	8.00 A.M.

NORTHBOUND.

Lv. Miami	5.30 P.M.
Lv. Fort Myers	3.00 P.M.
Lv. St. Petersburg	9.00 P.M.
Lv. Tampa	9.00 P.M.
Lv. Jacksonville	9.10 A.M.
Ar. New York	1.40 P.M.

"Florida and West Indian Limited"

Between New York and Key West via the Florida East Coast and Southbound to Tampa.

SOUTHBOUND.

Lv. New York	9.15 A.M.
Ar. Jacksonville	1.15 P.M.
Ar. Key West	8.00 A.M.
Lv. Jacksonville	1.30 P.M.
Ar. Tampa	8.45 P.M.

NORTHBOUND.

Lv. Key West	6.30 P.M.
Lv. Jacksonville	1.35 P.M.
Ar. New York	6.20 P.M.

Direct connections to and from Havana.

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Between New York and Jacksonville, Connecting for all Florida points.

SOUTHBOUND.

Lv. New York	9.30 P.M.
Ar. Jacksonville	7.15 A.M.

NORTHBOUND.

Lv. Jacksonville	8.10 P.M.
Ar. New York	6.00 A.M.

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Showing the best of Florida from an Observation Car.

9.15 A.M. Lv. Jacksonville	Ar. 7.30 P.M.
4.00 P.M. Ar. Tampa	Lv. 12.45 P.M.

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Observation Car through an attractive section.

11 A.M. Lv. Jacksonville ..	Ar. 7.30 P.M.
6.30 P.M. Ar. St. Petersburg	Lv. 12.00 P.M.

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Between Chicago, St. Louis and Jacksonville, via Nashville, Chattanooga, Atlanta, Macon and Tifton.

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Between Chicago, Cleveland, Grand Rapids, Indianapolis, St. Louis, Louisville and Cincinnati, via Knoxville, Atlanta and Tifton.

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Between Chicago, St. Louis and Jacksonville, via Cairo and Birmingham and Albany.

"St. Louis-Jacksonville Express"

Between St. Louis and Jacksonville, via Nashville, Birmingham and Montgomery. Connections to and from New Orleans and Mobile.

"Dixie Limited"

Between Chicago, St. Louis and Jacksonville. A high class observation car train to be inaugurated with the first train from Chicago January 10, 1916

11.30 A.M. Lv. Chicago	Ar. 5.55 P.M.
8.45 A.M. Lv. Atlanta	Ar. 8.03 P.M.
7.30 P.M. Ar. Jacksonville	Lv. 9.35 A.M.

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AUGUSTA	829 Broad St.
MONTGOMERY	First Nat'l Bank Building
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ROYAL PALM

Southbound		Northbound	
10:25 P.M.	Leave Chicago.....(Big 4 Route).....	7:20 A.M.	Arrive Indianapolis.....
3:20 A.M.	" Cincinnati.....(Q. & C. Route)....	1:30 A.M.	" Lexington.....(Q. & C. Route)....
6:50 A.M.	" Lexington.....(Q. & C. Route)....	9:15 P.M.	" Danville.....(Q. & C. Route)....
9:20 A.M.	" Danville.....(Q. & C. Route)....	6:35 P.M.	" Chattanooga.....(Q. & C. Route)....
10:20 A.M.	" Chattanooga.....(Q. & C. Route)....	5:32 P.M.	" Atlanta.....(Southern Ry.).....
4:50 P.M.	Arrive Jacksonville.....(Southern Ry.).....	11:05 A.M.	Leave Jacksonville.....(Southern Ry.).....
9:45 P.M.	" Jacksonville.....(Southern Ry.).....	6:20 A.M.	" Jacksonville.....(Southern Ry.).....
7:40 A.M.	" Jacksonville.....(Southern Ry.).....	8:40 P.M.	" Jacksonville.....(Southern Ry.).....

Through train between Chicago, Cincinnati and Jacksonville. Pullman Observation Sleeping Car, Pullman Drawing-room Sleeping Cars, and Reclining Chair Cars (seats free). Pullman Drawing-room Sleeping Car Indianapolis-Jacksonville (car ready for occupancy Indianapolis 9.30 P. M.) Pullman Tourist Sleeping Car Chicago-Jacksonville, leaving Chicago first and third Tuesday of each month. Pullman Drawing-room Sleeping Car Jacksonville to Cincinnati (northbound). Dining Car Cincinnati-Atlanta.

OHIO SPECIAL

Southbound		Northbound	
10:15 P.M.	Leave Detroit.....(Mich. Cent.).....	8:42 P.M.	Arrive Toledo.....(Big 4 Route).....
12:35 A.M.	" Toledo.....(Big 4 Route).....	6:50 P.M.	" Detroit.....(Pere Marq.).....
10:45 P.M.	Leave Detroit.....(C. H. & D. Ry.).....	8:30 P.M.	" Toledo.....(C. H. & D. Ry.).....
12:50 A.M.	" Toledo.....(C. H. & D. Ry.).....	6:35 P.M.	" Cincinnati.....(Q. & C. Route)....
8:10 A.M.	Leave Cincinnati.....(Q. & C. Route)....	11:40 A.M.	" Lexington.....(Q. & C. Route)....
10:40 A.M.	" Lexington.....(Q. & C. Route)....	8:48 A.M.	" Danville.....(Q. & C. Route)....
11:40 A.M.	" Danville.....(Q. & C. Route)....	7:40 A.M.	" Chattanooga.....(Q. & C. Route)....
6:00 P.M.	Arrive Chattanooga.....(Q. & C. Route)....	1:15 P.M.	" Atlanta.....(Southern Ry.).....
11:05 P.M.	" Atlanta.....(Southern Ry.).....	8:30 P.M.	" Jacksonville.....(Southern Ry.).....
8:50 A.M.	" Jacksonville.....(Southern Ry.).....	10:20 A.M.	" Jacksonville.....(Southern Ry.).....

Through train between Cincinnati and Jacksonville, consisting of Pullman Drawing-room Sleeping Cars and Coaches. Dining Car Cincinnati-Jacksonville. Through Pullman Drawing-room Sleeping Car Detroit-Jacksonville, via Michigan Central, Big 4 Route, Q. & C. Route, and Southern Ry. Through Pullman Drawing-room Sleeping Car Detroit-Jacksonville, via Pere Marquette, C. H. & D., Q. & C. Route, and Southern Ry.

FLORIDA SPECIAL

Southbound		Northbound	
11:30 A.M.	Leave Cleveland.....(Big 4 Route).....	3:40 P.M.	Arrive Columbus.....(Big 4 Route).....
2:50 P.M.	" Columbus.....(Big 4 Route).....	11:55 A.M.	" Cincinnati.....(Q. & C. Route)....
8:10 P.M.	Leave Cincinnati.....(Q. & C. Route)....	8:10 A.M.	" Lexington.....(Q. & C. Route)....
10:45 P.M.	" Lexington.....(Q. & C. Route)....	5:33 A.M.	" St. Louis.....(Southern Ry.).....
8:56 A.M.	Leave St. Louis.....(Southern Ry.).....	7:35 P.M.	" Louisville.....(Southern Ry.).....
7:55 P.M.	" Louisville.....(Southern Ry.).....	8:40 A.M.	" Danville.....(Q. & C. Route)....
11:52 P.M.	Leave Danville.....(Q. & C. Route)....	4:27 A.M.	" Chattanooga.....(Q. & C. Route)....
6:30 A.M.	Arrive Chattanooga.....(Q. & C. Route)....	9:45 P.M.	" Atlanta.....(Southern Ry.).....
11:20 A.M.	" Atlanta.....(Southern Ry.).....	4:50 P.M.	" Macon.....(Southern Ry.).....
1:55 P.M.	" Macon.....(Southern Ry.).....	2:05 P.M.	" Jacksonville.....(Southern Ry.).....
8:50 P.M.	" Jacksonville.....(Southern Ry.).....	7:10 A.M.	" Jacksonville.....(Southern Ry.).....

Through train between Cincinnati and Jacksonville, consisting of Pullman Drawing-room Sleeping Cars and Coaches. Dining Car Chattanooga-Jacksonville. Through Pullman Drawing-room Sleeping Car Cleveland-Jacksonville, via Big 4 Route, Q. & C. Route, and Southern Ry. Through Pullman Drawing-room Sleeping Car St. Louis-Jacksonville, via Southern Ry., Q. & C. Route, and Southern Ry. Through Pullman Drawing-room Sleeping Car Cincinnati-Jacksonville, via Asheville and Columbia, S. C.



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Ar. Jacksonville	7.40 a. m.	Ar. Chicago	7.20 a. m.

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Ar. Jacksonville	8.50 p. m.	Ar. Cleveland	3.40 p. m.

Through sleeping cars Cleveland to Jacksonville via Q. & C. Dining cars serving meals.

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Ar. Jacksonville	8.50 a. m.	Ar. Detroit	7.42 p. m.

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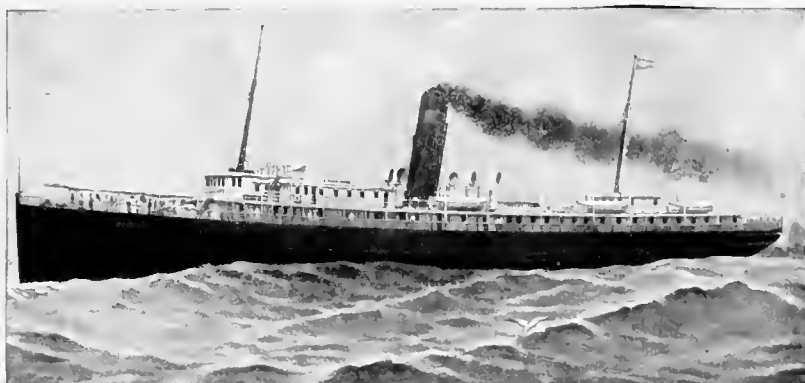
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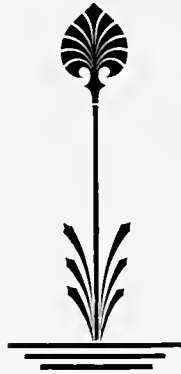
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A la Carte Service, Popular Prices. In charge of J. B. Cousy, Chef formerly 18 years with Royal Poinciana, Palm Beach. No matter where you stop in Jacksonville you should eat at Cafe Albert.

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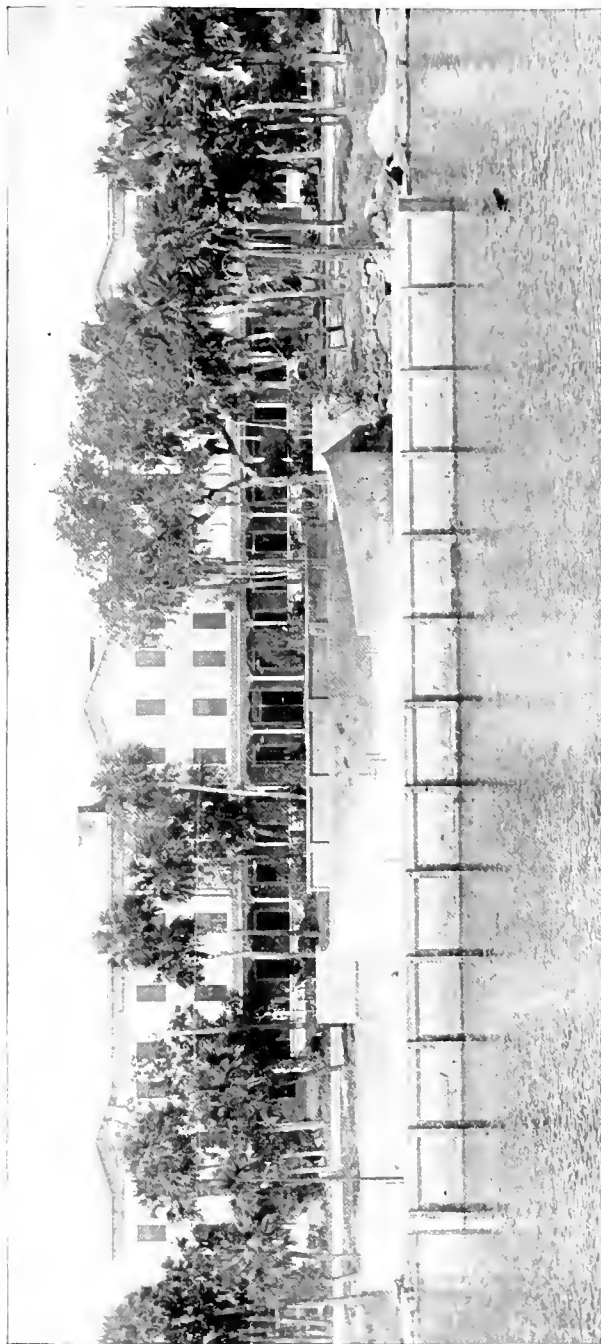
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HOT and cold running water in every room. Furnace heat. Elevator service. 2509 feet of porch surface commanding fine view of lake. All corner rooms have private balcony. Dining room has south and east exposure, with 27 windows overlooking the lake. Competent white northern cooks in charge of culinary department. A delightfully situated, medium priced hotel with the utmost in service and refined surroundings. For reservations, information, etc., address the proprietor.



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Now that money is growing more plentiful and rates of interest decreasing it will be of interest to know that in the great and prosperous city of

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3,000	1921	500
3,500	1922	500
4,000	1923	500
4,500	1924	500
5,000	1925	500
5,500	1926	500
6,000	1927	500
6,500	1928	500
7,500	1929	500

Price, par and accrued interest.

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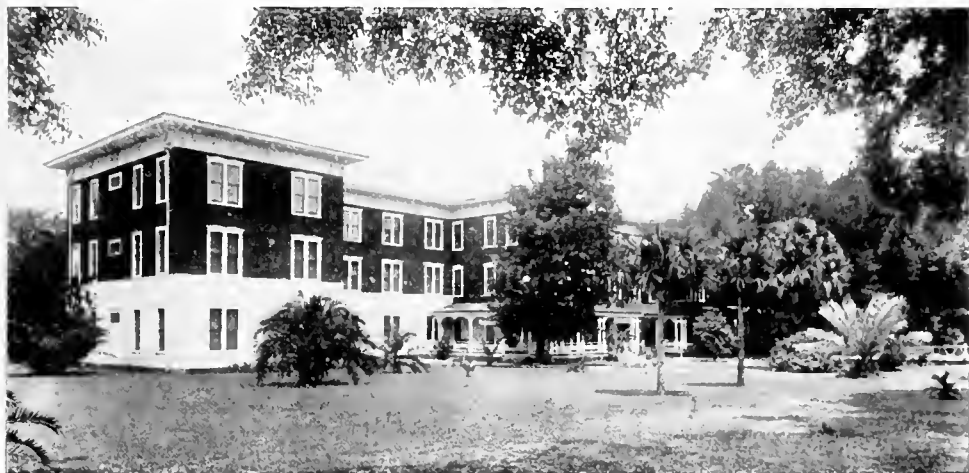
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Uncle William is wise with the wisdom of several generations. He has been making citrus groves and selling them as well as growing fruit for market for these many years. For a long time he has planted only Buckeye trees—let him tell why in his own words:

“I lived up in Marion County when Myron Gillett started Buckeye, most forty years ago. I watched the way he went at it and saw that he was on the right track. I looked up Gillett in his native home and found he had a first-class name for honesty and square dealing.

“Then when Gillett moved down the state into the present heart of the citrus belt, I kept my weather eye on his movements. It happened I planted some groves in Polk County about the same time. I have kept tabs on Buckeye methods ever since and allow I was right when I figured out up there in old Marion County that Gillett was the Fellow in the nursery business to tie up with.

“I’ve found it a big drawin’ card to tell buyers that my groves are planted with Buckeye trees. They seem to sense right away that they can depend on the fruit coming true to name. As for healthfulness and vigor, the trees, even the young ones, show for themselves. Every grove I sold brought me enough money to boot, on account of the Buckeye trees, to pay for them several times over.

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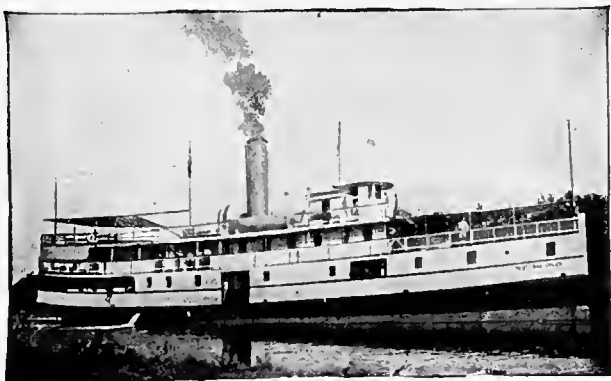
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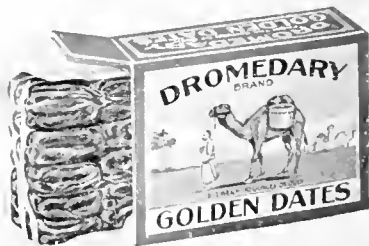


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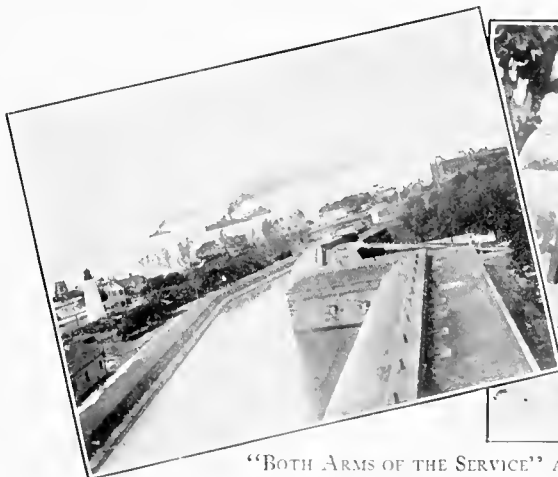
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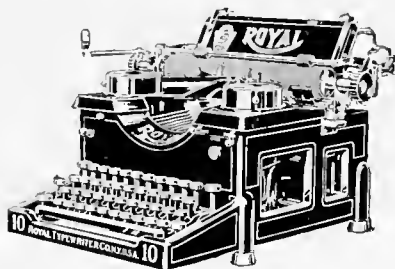
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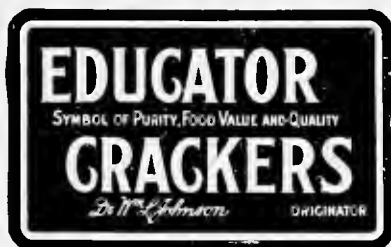
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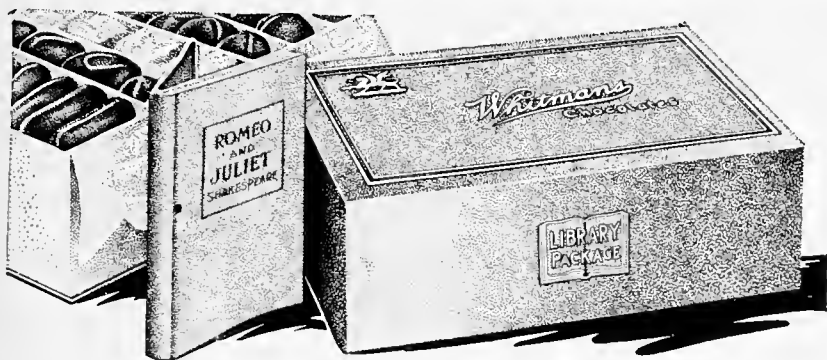
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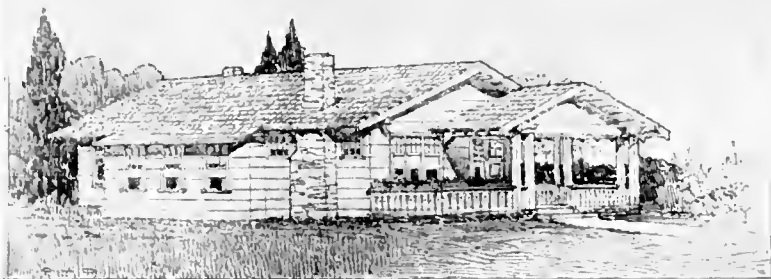
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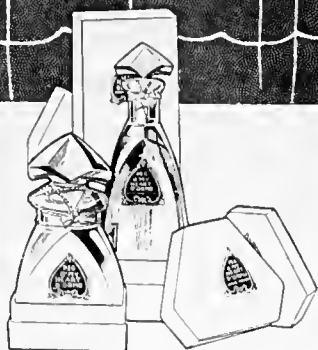
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